



Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom

THE PLEASURE OF MOTORING
is accentuated
By wearing MOTOR GLASSES
Protect the eyes from wind and dust
Supplied by
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 20,810

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日七十月六年亥癸

HONGKONG, MONDAY, JULY 30TH, 1923.

一第 號十三月七年二十國民華中

PRICE, \$3 PER MONTH

INTIMATION

FRESH STOCKS.

**ALLSOPPS
BRITISH
PILSENER BEER**
Specially Brewed

FOR

HOT CLIMATES.

SOLE AGENTS:

**CALDBECK,
MACGREGOR
& CO., LTD.**

15, QUEEN'S ROAD.

TEL. 75 CENTRAL.

(51)

SPORTING.

SPORTING GUNS by W. W. GREENER
and Other Makers—British, French and
American—also SPORTING CARTRIDGES
of all descriptions.

Sportmen are cordially invited to inspect
Samples of GUNS by WEBLEY and SCOTT
now on view at our Store.

THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE.

5-6, BEAUFIELD ARCADE.

(59)

PEAK TRAMWAYS CO. LIMITED.

TIME-TABLE.

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AND CONTINUE TILL
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As This will be the only General Sale We will be holding THIS YEAR,
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WHITEAWAY, LAIDLAW & CO., LTD.,
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PROGRESS IN PHILIPPINE ISLANDS.

THE GOVERNOR-GENERAL ON THE POSITION.

In the course of a speech delivered at the Manila Rotary Club last week Governor-General Wood said:

Public order is fine everywhere—it couldn't be better. I don't believe any body in the islands has been over them more than I have been during the last year or so, and I have yet to find a place where there has been any public disorder other than one single instance in Jolo, which was due to religious fanaticism. It wouldn't be possible to find any better conditions of public order than we have had recently, and the people are all much more interested now in their crops, in the development of their lands and businesses and of public improvements and facilities, especially schools, than they are in politics. Now that the elections are over, you don't hear very much of political discussion in the provinces, but you do hear a lot about schools, and about building up business, and about taxes—and it is the extension and building up of the school system that I want to discuss particularly. More schools mean that we will need more revenues, and we can't increase our revenues without building up business. We want to bring capital in here from the outside, and the Filipinos can look upon the advent of such capital with entire confidence. Capital is not going to come here for their exploitation, but the development of our latent resources and to better their condition by increasing the wealth of the country and it should be encouraged rather than discouraged by restrictive laws. In fact, it is a question whether we have not restricted new enterprises too much in view of certain features of the land laws, the laws relating to mineral claims, etc.—whether we haven't restricted them too much, and to such an extent as to paralyze that development. We are trying now to improve the conditions of the land laws, especially in such a way as will open the way to the development of crops like rubber—crops which are so splendidly adapted to Philippine conditions and to the abilities of the Filipino farmer. It is hard to imagine an enterprise to which the Filipino farmer will take more kindly, once he understands it, than the handling of a good-sized rubber plantation. We are also trying to get our mining laws changed. At present the law limits an individual or a corporation to the location of but one claim on the same vein or lode, and if you can only take up one claim, no matter how good the vein or lode is, it is hardly possible to put in a big mill to handle only the ore from that one claim; so we now have legislation proposed which will make it possible for an individual or a corporation to hold ten claims on the same vein or lode, and we hope to get it through at the next session of the legislature. In our own country, we have no limit on the number of claims which an individual or a company may take up on the same vein or lode, and there has been a wonderful development of the mining industry there.

TO REMOVE THE WHARFAGE TAX.

We are also trying to get through legislation which will remove the wharfage tax of two pesos per ton on exports, which is not only a very heavy burden on exported commodities, but is also killing the possibility of development of some of our mineral resources. In some of the islands, we have some of the highest-grade iron-ore deposits in the world. In the island of Mindanao, I think, it is estimated that there are 70,000,000 tons of iron ore, and it is estimated that this ore contains 65 per cent. of high-grade iron, and people are now beginning to realize that this export or wharfage tax of two pesos per ton is paralyzing the development of these great mineral resources and that it must be removed. We had that matter up in the legislature last year, and although it didn't go through, I think the legislature is keenly interested in the development of the country and that they realize that all these things must be done, and we expect to get it through this year.

Mr. Massey is about to begin the manufacture of high-grade cement in large quantities and at a low price, which will help very much in the development of construction activities in the Philippines.

After referring to what is being done to solve the problem of land titles, and to facilitate the transfer of money in the provinces, the Governor-General said:

These are some of the practical things that we are trying to do, and I might run on for some time along the same lines; but our effort has been to build up business and business opportunity through legitimate and proper means which will safeguard adequately the heritage of the generations yet unborn, to develop public education, to conserve and protect our forests, to improve our commerce, to improve our inter-island shipping; and, incidentally, one great work is always under consideration, and that is the improvement of the port facilities of Manila.

THE PORT FACILITIES.

You know that before we established the Harbour Board there was a general feeling that this was one of the worst ports in the Far East, and especially in the minds of ships' owners and their agents. The other day Robert Dollar's manager—who, by the way, is one of his sons—came down here from Shanghai and said that our port facilities compare favourably with those of Hongkong and Shanghai. When this great pier which is now under construction is finished, it will cost us some \$3,000,000, and it will be 275 feet long by 170 feet wide—large enough to handle five of the

largest "Empress" boats at one time, and it is going to be equipped with all modern appliances for the handling of freight, and Manila will then be well up on the list of ports so far as modern facilities are concerned.

There is another thing—that we have got to do in connection with the problem of developing the port area and providing proper real-road and shipping facilities, and that is to get some adequate means of transportation across the Pasig River. Some people think that we will never be able to make a business centre out of the Port Area, but that is all we got now, and it has got to be the business centre here for some years to come. These people think that the only solution is the development of a new port area at the northern end of the water-front, but the north port area project will be very costly and we can't touch it for some time to come; but if we can get a bridge across the Pasig which will be suitable for the railroad, for electric cars, for foot passengers, and for wheeled vehicles of all kinds, we will then have our port area hooked up with our railroad system and make it much more accessible for business generally. We can get the money for that, I think, out of the proceeds of our bonds which are being sold for public works—a bridge across the Pasig is certainly a public work, and if there is anything in these islands that is really needed, it is that bridge across the Pasig.

PUBLIC HEALTH IMPROVEMENT.

We are doing what we can for the improvement of public health facilities. We are turning out a very large class of highly-trained public health nurses—young women who have graduated in the regular nursing courses—and they are going into the provinces and will travel about from place to place as a sort of body of medical missionaries. The Red Cross is doing good work here—we are now sending men from that organization to Samar and Leyte to see what has happened there in the recent typhoons and what relief is necessary.

EDUCATIONAL EFFORT.

The problems of the Insular Government here are multiple, but on the whole I think that we are getting along fairly well. We are not extending our school work as much as we would like to, for the reason that we have not got the money, and we are trying now to get through legislation which will enable us to provinces and municipalities, after a referendum to the people and getting their approval, to impose certain special taxes for public health and for public works and education. If we can get that through, we can supplement with these funds the insular appropriations that we now have available and increase them a good deal. The desire for education is very keen. Some of us don't believe that there ought to be so much of the routine higher education as other people would have, but more of substantial primary and intermediate training, plus good agricultural, commercial, mechanical and industrial training. The wealth of the islands comes, of course, from agriculture, and we want to develop these agricultural schools, and we are doing what we can to encourage the people in that direction. We are doing what we can to get the young women to go into nursing and Red Cross and public health work, and a great many of them have already taken the course and have graduated as nurses; and we are trying to get the boys to go in for engineering and agricultural and industrial training, and all in all we are getting good results.

"WE HAVE GOT TO INCREASE BUSINESS."

There is a very good feeling between the Americans and the Filipinos throughout the islands, and I think I can say, speaking from the knowledge that I have gained from travelling around and seeing various places, that there is a real waking-up. Of course, there is a tremendous lot of work still to be done, and the people are beginning to turn to their representatives and to look upon them as they should: as those who are to represent their ideas and their needs and desire in the legislature, and as soon as we can get that movement well started, I think we shall find that more legislation will be passed in behalf of the development of agriculture and industry and commerce and these other big things, which will mean increased wealth. We have got to have an increase of business and an increase of income in order to do what we want to do here. The main thing is for all to pull together. Don't let any little, petty issues, fictitious or otherwise, mark that spirit of co-operation which is necessary for the welfare of the islands and for carrying out the policy of our own country here. Good luck to you all. (Great applause.)

PLATE GLASS WINDOW.

"Looking through my Toric lenses is like looking through a fine plate glass window," said an American lady, in the course of her remarks while in a tramcar the other day. She said just the right thing. It cost a bit more to build a plate glass window, and it cost a bit more to make a pair of Toric lenses than the ordinary flat kind. Torics are more than worth the small difference in cost to you in the added comfort you derive from their use. Toric lenses of any prescription are manufactured by The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 53, Queen's Road, Central.—ADVT.

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TYPHOON DAMAGE.

KOWLOON WHARF AND GODOWN PRAYA WALL DAMAGED.

The heavy seas that rolled up from Stonecutters on Friday have done considerable damage to the sea wall in front of the Kowloon Godowns. Right along the whole of the sea wall large pieces of concrete have been lifted out of position and according to Mr. Brown, the Secretary of the Wharf and Godown Company, "it will cost lots of money to repair the damage." The damage is principally confined to the cement bedding between the crane lines near the edge of the sea wall and to the edge of the wall itself. The surging water ripped up the concrete and tossed large blocks higgledy piggledy across the crane lines. It is not known yet whether the foundations to the sea wall have been damaged, and, as Mr. Brown stated, this cannot be known until divers have been sent down to make an inspection. The wharves, he continued, were but slightly damaged, here and there a plank had been lifted, but this only required a nail or two to put it right again.

Speaking of Friday morning's high tide, Mr. Brown described it as the highest he had seen since the 1903 typhoon, which caused such havoc and loss of life. The whole of the godown frontage was under water for most of the day, "but, thanks to their experience of the 1906 disaster, not a bit of damage was done inside the godowns. Not one package of cargo had been damaged."

Asked if the s.s. *Macdonia*, which rode out the storm at one of the wharves, had caused any damage to the wharf, Mr. Brown said he was not aware of any and as far as he knew no damage had been caused. It is stated that the reason why the vessel did not move out into the harbour was that her windlass was carried away as she was coming alongside the wharf and she had to stay there.

STAM LAUNCH SUNK.

On Friday shortly after noon a steam launch *Fai On*, was sunk inside the Yauwatt typhoon shelter. The launch was lying at anchor opposite the Kai Ping coal yard. There was a strong sea running inside the shelter and her anchor chain breaking she was dashed against the coal yard pier and sunk in a very short time. Fortunately no lives were lost.

LANDSLIDES.

In the hill districts a number of landslides have occurred as the result of the heavy rains. There was a considerable subsidence at the Peak near the junction of Mount Kellie and Magazine Gap Road is blocked by a fall of earth. According to the Police Traffic Department, Stubbs Road, between Barker Road and Mount Gough Police Station, is closed owing to a washout which occurred there on Saturday morning.

A retaining wall in Robinson Road has also collapsed.

Owing to typhoon damage two public bathing beaches at Kennedy Town and North Point are closed temporarily but the Public Works Department hope to have them re-opened during the early part of the week.

At Kennedy Town the sea water flooded many godowns in the neighbourhood of Telcher Street and a considerable amount of damage was done to cargo stored there.

As to rainfall, since Thursday morning, we have had a total fall of about 8 inches. This still leaves us below the average. The total since January 1st is given as 4.49 inches, against an average of 50.65 inches.

YACHT CLUB BOWLING GREEN DAMAGED.

The heavy seas of Friday did considerable damage to the new sea wall in front of the Royal Hongkong Yacht Club at North Point. The extreme corner of the Club's newly reclaimed land upon which the new bowling green has been laid out has been holed, the waves having washed out the concrete surface at the top of the wall and carried away about half the wall at the corner. A few square yards of the bowling green turf have been also carried away.

SHANGHAI MISSIONARY'S SUDDEN DEATH.

WHILE PLAYING TENNIS.

A very well-known member of the American Presbyterian Mission in Shanghai, the Rev. Harrison King Wright, died last week in particularly tragic circumstances. So far as was known, says the *N. Y. Daily News*, Mr. Wright was not in bad health, but whilst he was playing tennis on the courts of the Dixwell Road Tennis Club he suddenly collapsed. He was taken at once to the Victoria Nursing Home, but a doctor there could only certify that he was dead and it is believed that he must have had a sudden heart attack. Mr. Wright leaves a widow, who is in Shanghai, and a son at Peitaiho, for whom the greatest sympathy is felt. Mr. Wright was a graduate of the Union College and the Union Theological Seminary, both in New York; and he originally came to China in charge of a Presbyterian Boys' Academy at Ningpo. Later he was associated with the Christian Literature Society for some years and he had been in Shanghai altogether for about 10 years. He was 47 years of age.

CORRESPONDENCE.

"THE MISSING LINK."

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS,"]

SIR,—As noted in an editorial in your last issue the question of means of communication between Hongkong and Kowloon which shall be independent of typhoons naturally suggests itself when weather conditions such as those of the last few days supervene. Nevertheless, I venture to express the opinion that, however full may be the Treasury, the enormous expense of constructing a tunnel under the Harbour—apparently the only feasible method of achieving independence of typhoons—will not be justified for many years to come.

After all, Sir, when typhoon winds do blow, the main business of the Colony, i.e. the working of cargo, the transshipment of commodities and the removal of goods out of and into godowns, must cease. Winches and derricks are idle, cargo junks take shelter, steamers leave the wharves for safety's sake, water-gates are fixed in position in front of godowns, the humble cargo coolie, he be never so strong, is physically unable to carry his accustomed burdens against the force of the storm.

Why then, burrow under the Harbour, at Heaven knows what cost, in order to bring over office workers who will have very little to do in the way of current work and will be able to accomplish, at best, "a good day's clearing up." They will be better occupied at home helping to secure their premises against the onslaught of the gale.

Has any one kept count? I do not think the Colony has lost more than one working day on account of suspension of the ferry service in 1921, 1922 and 1923, so far as it has gone—Yours, etc., X.

DENT & CO., SHANGHAI.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS,"]

SIR,—With reference to paragraphs appearing in your issues of Wednesday and Thursday, July 26th and 27th, concerning a receiving order, said to have been made against the firm of Dent & Co. in Shanghai, we are instructed by Messrs. Herbert Dent & Co. of Canton to ask you to be good enough to publish a definite contradiction to the statement you issued on July 26th, that the Shanghai receiving order concerned the firm of Herbert Dent & Co. in Canton.

There is not, and never has been, any connection whatsoever between the firms of Dent & Co., Shanghai, and Herbert Dent & Co., Canton.

Yours faithfully,
GILMAN & CO., LTD.
Messrs. A. Misner, Director.
[It was the intention of the paragraph we published on the 26th inst. to make it clear that the proceedings at Shanghai in relation to the firm of Dent & Co. did not concern the firm of Herbert Dent & Co. of Canton, but by an unfortunate omission by the printer of the word "not," the paragraph bore a meaning directly opposite to what it was intended to have.—Ed., H.D.P.]

THE GOVERNMENT CRISIS IN THE PHILIPPINES.

NEW YORK PRESS COMMENT.

La Vanguardia (Manila) published the following cable from New York last week:

New York, July 26th.
American Press exhibits great excitement and interest over wholesale resignations of Secretaries and Council of State.

All New York papers have been giving prominent space relating in detail stories covering Conley affair wired here by Associated Press.

Some of the New York papers editorially denounce Wood's attitude. The *New York World* demands immediate and sympathetic attention from Washington for Filipinos' grievances, saying that Wood must assume all blame because his policy "was founded on disbeliever in Filipinos' fitness for self-government, also distrust of American doctrines by which Filipinos had been taught to look forwards to autonomy and ultimate independence."

The *New York World* adds that Wood's actions discourage hopes of Filipinos for realization of aspirations by reversing policy of former Governor-General Harrison.

The *World* says his (Wood's) preliminary report was calculated to alarm Filipinos. That Wood as administrator is guilty of military authority and mannerisms that would not be tolerated in any American State Capital.

The *New York Evening Post* believes that Filipinos interpret Wood's tendency towards Autocracy as an attempt to repudiate all American promises crystallized in Jones Act. The *New York Evening Post* gives this editorial advice: "If we want to avoid growing friction with Philippines, we should again make clear the conviction of the great mass of Americans, that Filipinos must be trained for independence at earliest possible moment."

The *New York Times* columns sur-repudiation by denounce Filipino leaders as inducible, stating that a group of politicians headed by Quezon and Osmena merely desire to show off because they become heroes before Filipino eyes when they oppose American administration in Islands. The *Times* concludes by saying that it has ever been a Filipino political custom to seek credit and strength especially before election time by anti-American outbursts.

"STANDARD RENT"

IMPORTANT JUDGMENT IN THE SUMMARY COURT.

Judgment was delivered on Saturday morning in the Summary Court by the Puisne Judge (Mr. H. H. J. Gompertz) in a case brought under the Rents Ordinance.

The case was one in which a tenant at No. 13A, Peel Street (ground floor), sued his sub-tenant for \$77, the amount being rent-in arrears. During the hearing of the case it was established that the tenant paid \$37 a month rent and sub-let a portion of the floor for \$77 a month.

Mr. M. M. Watson, solicitor for the plaintiff, argued that though it seemed rather hard that the sub-tenant had to pay \$77, when the lessee had only to pay \$37 a month, the rent the lessee charged was the standard rent under the Ordinance.

Mr. M. K. Lo (for the defence) demurred to this and submitted that if the circumstances were not in conflict with the Ordinance they were obviously against the principles of the Ordinance.

In delivering judgment his Lordship said: The facts of the case, which are quite short, have been agreed between the parties. The plaintiff is tenant of the ground floor of 13A, Peel Street. The standard rent of that floor is \$37 per month. In about the third month this year a portion of the floor was sub-let to the defendant at a rent of \$77 per month. It is agreed that the ground floor and also, the portion of that floor now sub-let to the defendant was its first letting.

I am asked to decide whether \$77 is the standard rent of the portion sub-let.

The plaintiff contends that it is. If I hold that \$77 is not the standard rent, I am asked to fix the standard rent.

Now it is freely admitted that if the plaintiff's contention is right, any person may take a house, a floor, or a room, at the standard rent. Then, while he remains in occupation, he may make many times the amount of that standard rent by sub-letting portions of his tenement.

A claim similar to that of the plaintiff in this action was made in England in 1920, in the case of *Woodward v. Samuels*—reported in 122 Law Times Reports, p. 681. The County Court Judge held that the standard rent of a flat was the rent at which it was first let. The Divisional Court pointed out the difficulties of the question, but finally concluded that the case was met by section 2 (3) of the Act of 1915, and that to arrive at the standard rent of the flat it was necessary to apportion the standard rent of the entire house.

I share the difficulty felt by the learned Judges at Home, but I have no corresponding section in our Ordinance to assist me. It is agreed that there is in our law no general power to apportion. Our section 5 (1) is not the equivalent of the English section—it has a very limited application.

The case was exhaustively argued and many decisions were cited for the defendant. But they turn on other circumstances and a different law, and I can get no material assistance from them. On the whole, I think that the plaintiff is right and that the standard rent of this portion is the rent at which it was first let, that is \$77. There must be judgment for the plaintiff, with costs, which, I agree, should, in view of the importance of the case, be of the third scale.

THE HARBOUR RESCUE.

SEQUEL AT THE MAGISTRACY.

The Chinese, who attempted to commit suicide with his wife at the Canton Wharf during the typhoon and who was rescued by Chief Preventive Officer Clark, was charged at the Magistrate's Court on Saturday with the murder of his wife, who died shortly after being taken from the water.

The case was formally remanded for a week.

We learn that Chief Preventive Inspector Clark, in effecting the rescue, slightly injured his shoulder through being thrown against the pilings of the wharf whilst he was in the water. Mr. Edley, who assisted him in the rescue, is better known to shippers and passengers using the Canton steamers as "Bill Edley." He is the wharfinger at the Hongkong and Macao Steamboat Company's Canton Wharf. His gallant rescue work during the 1906 typhoon is still a feature of the typhoon gossip amongst old residents.

CIRCUS CLOWN AS MALARIA INFECTOR.

Criticism of a scathing character was directed against the "Mosquito Brigades," which have been maintained by the Corporation of Calcutta for some time, at a Corporation meeting, and by a majority of one it was decided that the Brigades ought to be abolished. Mr. D. C. Ghose said that some time ago in connection with an inquiry in district 4 it had appeared from the evidence that one of its sub-inspectors had been formerly employed as a circus clown. (Laughter.) Mr. P. Lovett: A circus clown is a most agile person, and it requires agility to catch a mosquito. (Renewed laughter.) He did not believe in these scientific fads.

ENGLISH LADY'S MYSTERIOUS DISAPPEARANCE.

Much concern is felt at the mysterious disappearance of Miss E. A. Card, an English lady who had been residing at "Kingsclere" private hotel for nearly two years. Miss Card left the hotel on Friday night—in typhoon weather—at 11.30 o'clock with a shawl wrapped round her head and a waterproof over her white dress. She has not been seen since.

Miss Card has been in Hongkong a little over two years, being employed at Messrs. Butterfield and Swire's as confidential secretary and office assistant. She came from Vancouver to join the firm of Messrs. Butterfield and Swire. Miss Card, we understand, had gained the high respect of her employers and she was popular amongst the residents at Kingsclere.

She is of medium height, 32 years of age, fair complexion and has fair hair which she wears bobbed.

On the day of her disappearance Miss Card is stated to have been in good health and went to work as usual. Directly her prolonged absence from the hotel was noticed inquiries were set on foot to discover her whereabouts, but without result. Search parties were then sent out from the hotel the European residents assisting and the police were informed of the occurrence. They also joined in the search, whilst Messrs. Butterfield and Swire organised another search party. All day Saturday and throughout the better part of yesterday the anxious searchers scoured the hills, nooks and crannies from the lower levels right up to the Peak but their efforts proved fruitless. Other parts of the Island have also been searched by the police and up to last evening no trace could be found of the missing lady. It is supposed that Miss Card has met with a serious accident or that some serious harm has come to her.

MONGOLIA'S BANDIT MENACE.

ENTRANCE OF RUSSIANS ALSO RESENTED.

The Mongolian Princes have asked General Chang Tso Lin to dispatch three brigades to the Mongolian borders and prevent the further influx of Russians, according to a message received in Peking.

Because of political trouble in Peking which prevented the answering of former notes, the Princes appealed to General Chang.

They said that in the last few months 3,000 Russian soldiers have arrived, but that they do not suppress bandits who work in outer Mongolia robbing herders and caravans.

Russians, says the note, control the affairs of Government but do little except the administrative work and do not pretend to stabilize the interior of Mongolia.

HARBIN CHINESE AND THE RUSSIANS.

Chinese residents in Harbin have organized an association to urge the Chinese authorities to take a strong stand with Russia in all diplomatic affairs and especially in cases where Chinese along the border are mistreated by Russians. The residents were moved at Heilong where several merchants and others reported that they had been subjected to ill-treatment by Russians. The rules of the association call for financing the association with contributions from the Chinese Commerce bodies in North Manchuria.

REPRISALS AGAINST RUSSIANS.

As a protest against the alleged ill-treatment of Chinese residents of Siberia by the Russians, the Chinese authorities in Manchuria have confiscated several trainloads of grain and cereals destined for Siberia by railway and a number of water shipments of beans on the Amur and Sungari rivers.

ECHO OF PAOTZUKU.

BANDITS' RANSOM FOR CHINESE.

Somewhere between the contributors to the committee organized to release Chinese captives from the bandit stronghold at Paotzuku, there was a financial delay and now some of the Shantung officials are being accused by the bandits of not playing fair.

The commission promised to raise \$30,000 to pay the bandits for releasing the Chinese, according to the officials. The prisoners were sent to their homes but the funds did not arrive.

Bandit leaders accused the officials of holding the money and to prevent trouble, they say, they raised a fund of \$4,000 and promised to get as much more as possible. Before this amount was paid the bandits threatened not to remain in the National army but when the funds were in their hands, according to the report, they pledged allegiance and went to the barracks.

An action was heard in the Supreme Court at Shanghai last week in which \$5,000 damages were claimed against the Shanghai Electric Construction Co., Ltd., for injuries received by Mrs. Ada Rogers while alighting from a tram which had allegedly re-started before the plaintiff had alighted. Plaintiff claimed that as a result of negligence on the part of the Company's servants or agents she sustained severe injuries, including concussion. The Jury gave a verdict for the plaintiff for Taels 500 and costs.

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NOTICE

ATTENTION is drawn to the agreement recently concluded between His Britannic Majesty's Government and the German Government, relating to the payment of the proceeds of liquidation of German property in China of the following classes of debts due from German to British nationals, viz.—debts payable before the war or arising out of pre-war contracts and transactions and due:

(a) From German nationals resident or branches of German businesses operating in China at the time when the debt was contracted to British nationals wherever resident, or

(b) From German nationals wherever resident to British nationals resident or branches of British businesses operating in China at the time when the debt was contracted.

Debts falling within the scope of article 296 of the Treaty of Versailles and, consequently, due for settlement through the Enemy Debts Clearing Office, are excluded.

British nationals are hereby notified that if they desire to take advantage of this Agreement, they must file their claims Not Later than 31st OCTOBER, 1923, with the British Consulate-General at Shanghai, China, or with the British Consulate-General at Canton, July 27th, 1923.

NOTICE TO CONSIGNEES

The Steamship "TRIESTE"
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SAUA, PORT SUDAN, ADEN,
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CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 25th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd prox. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 13th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox., at 10 a.m., by our Surveyors, Messrs. GORDON & DONALD.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 28th July, 1923. [1041]

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NOTICE TO CONSIGNEES

AMERICAN & ORIENTAL LINE.
FROM NEW YORK.

THE Steamship
"NANERIC"
having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st July, 1923, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before 7th August, 1923, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st July, 1923, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 25th July, 1923. [1102]

NOTICE TO CONSIGNEES

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.'S STEAMER
"MACEDONIA."

ARRIVED HONGKONG ON 25th JULY, 1923.
FROM ANTWERP, LONDON, GIBRALTAR,
MARSEILLES, PORTSAID, ADEN,
BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery may be obtained as the Goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the steamer.

Goods not cleared within 8 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DONALD, at 10 a.m. on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here, after which time they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 26th July, 1923. [1105]

INTIMATIONS

NOTICE

HONGKONG SHAREBROKERS' ASSOCIATION.
O WING to Weather Conditions, the JULY SETTLEMENT is POSTPONED till MONDAY, 30th INST., and until such date no OFFICIAL QUOTATIONS will be issued.
By Order of the Committee,
J. W. KEW,
Secretary.

HONGKONG STOCK EXCHANGE.
O WING to Weather Conditions, the JULY SETTLEMENT is POSTPONED till MONDAY, 30th INST., and until such date no OFFICIAL QUOTATIONS will be issued.
By Order,
P. TESTER,
Secretary.

THE HONGKONG STEEL FOUNDRY CO., LTD.
(In Voluntary Liquidation).

NOTICE IS HEREBY GIVEN that in pursuance of Section 181 of the Companies Ordinance, 1911, a MEETING of CREDITORS will be held at the Office of the Liquidator, CHARTERED BANK BUILDING, on MONDAY, the 30th day of JULY, 1923, at 12 o'clock Noon for the purpose provided for in the said Section.

A. R. LOWE,
Joint Liquidator.
Dated 28th day of July, 1923. [1104]

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS

A N INTERIM DIVIDEND OF ONE DOLLAR per share for the Six Months ending 30th June, 1923, will be PAYABLE on WEDNESDAY, 28th AUGUST, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from Thursday, 25th July, to Wednesday, 31st August (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.

Hongkong, 10th July, 1923. [1050]

NOTICES TO PUBLIC

"SARPEDON" @ U.K. ARRIVED 8.7.23.

NOTICE IS HEREBY GIVEN that Original Countersigned Bill of Lading

No. 52 covering Shipment of S COX F 119 No. 1
1 Case VELVET is said to have been LOST and is therefore declared null and void.

BUTTERFIELD & SWIRE,
O.S.S. Co., Ltd., & C.M.S.N. Co. Ltd.
[1101]

FOR SALE

5,000 FEET of STEEL CABLE
in Good Condition 3 1/2 inches
Circumference.
Apply to
PEAK TRAMWAYS CO., LTD.,
Alexandra Buildings.

TO LET

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor.
Apply
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OF CANTON, LTD.

BOWEN & CO.

No. 8, MUSEUM ROAD, SHANGHAI.

Members British Chamber of Commerce (Shanghai). Mr. T. W. BOWEN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

STEAMSHIP AGENTS AND SHIPBROKERS.
For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.

SALVAGE OPERATORS, MARINE SURVEYORS
AUCTIONEERS, COAL MERCHANTS,
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Machinery For Sale, New and Old in First-Class Condition.
IMPORTERS AND EXPORTERS, SHARE-BROKERS
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GREEN'S PATENT ANCHORS.
SAMUEL WALKER & CO., LTD. (Sheffield),
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Catalogues and Price-Lists on application
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Codes: Bentley's, Scott's, A.B.C.
8th Edition and Improved.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes—X, XI, XE.

ENGLISH STENO-TYPIST Required.
Please apply to Box Y.A., c/o Daily Press Office.

TO LET—EUROPEAN FLATS in Lee Building, Wanchai Gap Road. Apply to 82, Kennedy Road. [186]

INTIMATIONS

NOTICE OF REMOVAL

THE Offices of the "HONGKONG DAILY PRESS" have been removed to 14, CHATER ROAD (3rd floor), to which Address all Correspondence should be directed.
Hongkong, 16th July, 1923.

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE:
York Building, Chater Road Hongkong
BRANCHES:
Shanghai—31, Kiangsu Road.
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Attractive rates for all kinds of Deposits. Inquiries are welcome.

T. R. MAL,
Manager.

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Every approved Banking, Shipping and Travel Transaction.
P. J. VANHECKE,
Manager.

RUSSO-ASIATIC BANK.

CAPITAL (FULLY PAID) ... 55,000,000
RESERVE FUND ... 25,000,000
CARITAL SUBSCRIBED BY THE
CHINESE GOVERNMENT ... 3,500,000
RESERVE FUND ... 1,750,000

HEAD OFFICE:
Paris 9, Rue Boudreau.
LONDON OFFICE:
84, Old Broad Street, E.C. 2.

BRANCHES:
LONDON: Messrs. Glyn, Mills, Currie & Co.
Societe Generale pour l'Expansion du Developpement du Commerce et de l'Industrie en France.
PARIS: Societe Generale pour l'Expansion du Developpement du Commerce et de l'Industrie en France.
Banque de Paris et des Pays-Bas.
LYONS: Societe Generale pour l'Expansion du Developpement du Commerce et de l'Industrie en France.
NEW YORK: The Irving Bank—Columbia Trust Company.
SAN FRANCISCO: The Crocker National Bank of San Francisco.

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Changchun, Hankow, Manchouli, Tientsin, Chefoo, Harbin, Newchwang, Urumtsch, Dairen, Hongkong, Peking, Yokohama, Haikar, Kassar, Shanghai.
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Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.
Foreign Exchange on the Principal Cities of the World bought and sold.
R. A. RODGERS,
Manager.

P. & O. BANKING CORPORATION LIMITED.
(Incorporated in England 1920)
with which is affiliated
THE ALHABAD BANK, LTD.,
INDIA.

AUTHORIZED CAPITAL ... 25,000,000
SUBSCRIBED AND PAID UP ... 22,500,000
RESERVE FUND ... 250,000

HEAD OFFICE:
132, Leadenhall Street, London, E.C. 2.

WEST LONDON BRANCH:
14-16, Cockspur Street, London, S.W. 1.

EASTERN BRANCHES:
Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong and Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description, and in addition to its Branches has Agencies in all the principal Cities of the world.

O. CHAMPKIN,
Manager.
23, Des Voeux Road Central, Hongkong.

ON SALE.

HONGKONG HANSHARD REPORTS
LEGISLATIVE COUNCIL for the Session 1921.

Revised by the Members.

PRICE ... \$5.
DAILY PRESS OFFICE.

INTIMATION

JOHN DEWAR & SONS, LTD.
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to His Majesty
The King.

"WHITE LABEL"

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SCOTCH WHISKY

OF GREAT AGE.

AWARDED 50 GOLD AND
PRIZE MEDALS.

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SCOTCH WHISKY.

As supplied to the Houses of
Lords and Commons.

SOLE AGENTS—

A. S. WATSON &
CO., LTD.,

Wine & Spirit Merchants.

PHONE 616.

BIRTHS.

FAULKNER.—At Shanghai on July 24th, to Mr. and Mrs. H. H. FAULKNER, a daughter.

RUSSELL.—At Shanghai on July 24th, the wife of A. S. RUSSELL, of a daughter.
SPENCER.—At Shanghai on July 22nd, the wife of W. H. SPENCER, of a daughter.

DEATHS.

WILSON.—At Weihaiwei, on July 19th, GEORGE CASHE WILSON, late Superintendent Engineer, Indo-China Steam Navigation Co., Ltd., in his 74th year.

WRIGHT.—At Shanghai on July 24th, Rev. HARRISON KING WRIGHT, in the 47th year of his age.

Hongkong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JULY 30th, 1923.

INCOME TAX IN CROWN COLONIES.

We have received from a London correspondent a copy of a document bearing a title which will be ominous in the ears of some of our readers, the "Report of the Inter-departmental Committee on Income Tax in the Colonies not possessing Responsible Government." Study of the Report indicates, however, that the question before the Committee was not the ethics of an impost, such as income tax, in Colonies in which the taxpayers have exceedingly limited powers of controlling the Executive. Nor does the Committee recommend that income tax be levied in all Colonies and Protectorates of the British Empire. Having prepared a "Model Ordinance," the Committee recommends that this be sent to all Colonies and Protectorates where Income Tax laws are already in force, and that the Colonial Governments be advised to repeal the existing laws and introduce fresh legislation on the lines of the Model Ordinance. "We suggest, also," adds the Committee, "that the Model Ordinance be used as a guide by all Colonies which may in the future find it necessary to introduce an Income

Tax." The terms of reference also contain a hint in the direction of "income tax for all," and the Committee was instructed to prepare the Model Income Tax Ordinance "for the general use of Colonial Governments; or, at any rate, to recommend a definite and considered policy with regard to such legislation." However, the Committee, composed of representatives of the Colonial Office, the Inland Revenue Department and the Treasury, has confined itself entirely to the technicalities of income tax assessment and collection, and has nothing to say on the general principles of taxation of that kind, and its theoretical applicability or otherwise to "Colonies not possessing Responsible Government." So Hongkong's potential income taxpayers may apparently consider themselves relieved; unless, indeed, the Colonial Office—having been furnished by the Inter-departmental Committee with a Model Ordinance—invites Hongkong to come into line with other Colonies which have accepted this method of raising revenue. The obvious retort will be, "First give us a Model Parliament, and then we will think about your Model Ordinance."

Meanwhile, it will be advantageous to take note of the conditions of income tax demand and payment which the exporters who represent the taxing authority consider will be more or less ideal—if tax-paying can ever be associated with idealism. Levying an income tax in the Colonies involves complications arising from the existence of large numbers of non-residents whose incomes are derived from the Colony; also—probably to a lesser degree in most Colonies—of residents whose incomes are derived from outside the Colony. Adjustment of proportionate shares of taxation also present difficulty in the cases of large trading concerns with head offices in the United Kingdom, or in one of the Colonies, and branches in several other Colonies. All these questions, naturally, have been taken into consideration by the Inter-departmental Committee which had before it representatives of various bodies, including the West India Committee and the Association of British Malaya; also an accumulation of "letters and memoranda received in the Colonial Office from time to time from persons and associations in the Colonies" on the subject of existing legislation. In other words, for the purposes of this investigation, the dusty archives of bureaucracy gave up their dead.

A notable departure from United Kingdom income tax law is adopted by the Committee in framing legislation for the needs of the Colonies; namely, that a tax should be imposed upon income which either has its origin in the Colony, or, while having its origin outside the Colony, is received in the Colony. "The adoption of this straightforward rule," comments the Committee, "does not result in anything more than the taxation of income that comes within the Colonial jurisdiction; moreover, it not only avoids the various difficulties inherent in an income tax code under which the amount to be charged depends in part upon whether the person is resident or non-resident, but also reduces to comparatively small dimensions the problems arising out of double taxation of income." The complication and difficulty of taking the incomes of residents in a Colony, wheresoever arising, are so great that, in the special circumstances of comparatively small communities, the Committee considers it best to limit the scope of the income tax charge to income which arises in the Colony or is brought into the Colony. In the method of assessment, also, the Committee recommends a divergence from United Kingdom practice. Instead of computing the amount of income liable to tax on the basis of an average of the last three years, as at Home, the Committee advises that the preceding year's profits be taken as the basis. On this question representations made by those interested seem to have been conflicting. Traders resident in the United Kingdom and doing business in the Colonies urged that it would be more convenient for them to have the same basis of assessment for each of the income taxes to which they were liable. On the other hand, it was stated that business firms in the West Indies were mostly in favour of the preceding year's profits as the basis and the substitution of the three years' average would meet with much opposition. Inasmuch as the Colonies, generally speaking, take the preceding year as the basis, it seemed to the Committee undesirable to make a change if it could possibly be avoided. The Royal Commission on Income Tax, which reported in 1920, recommended the adoption of this basis for the United Kingdom also. Special provision is made in the Model Ordinance for carrying over trade losses for a period of as long as six years.

In drawing up rules for ascertaining "chargeable income" the Report follows the United Kingdom practice, but makes special provision to avoid existing ambiguities in the law. As to rates of allowance for depreciation of plant, it is admitted that the standard of rates which have been agreed upon in the case of important trades in the United Kingdom will normally have to be increased for plant used overseas. A lengthy paragraph of the Report is devoted to the question of "Taxation of Persons Resident outside the Colony." On this subject the Committee states: "We prefer the United Kingdom method of leaving the taxing authority, in any case where the actual profits which the non-resident derives from his trade within the country cannot be ascertained, to fix such a fair and reasonable percentage as the facts of the particular case justify." Between the case of a regular agency with power to make contracts on behalf of the principal, and the case of the representative who is little more than a canvasser for orders on behalf of the non-resident, there lie, as the Committee remarks, an indefinite variety of gradations, and each case must be determined on the particular facts. "While tax should be charged on profit gained by trading in the Colony, it should not be charged on profit arising from trading with the Colony." Elaborate rules are drawn up to avoid double income tax within the Empire. In this connection it is remarked that the drawing up of profit and loss accounts to show what profits arise in the Colony involves increased clerical and accountancy charges; this the Committee fears is inevitable in the case of persons liable to pay income tax levied by more than one country.

While regarding the assessment of non-resident traders as clearly desirable in order that non-residents who derive income from a Colony should contribute their fair share to the expenses of the administration which renders it possible to earn that income, the Committee is concerned to give the non-resident every opportunity to present his case in the event of a claim for rebate. It is recognised that any suspicion that, owing to lack of facilities to present his case, a non-resident is called upon to bear an unfair share of the burden of the tax is bound to cause a Colony material injury by driving away capital and trade. Present difficulties are that the trader's representatives on the spot are often not competent to deal with matters of taxation; they are often merely the trader's agents and he is unwilling to give them confidential information regarding his profits; it is difficult to deal with intricate financial matters by correspondence, and complete accounts are seldom kept in the Colony. These are handicaps alike to the trader and the taxing authority, and to overcome them the Committee suggests the appointment of an official, resident in the United Kingdom, as the recognised agent of each and every Colony which imposes income tax. The expense of such a London office might be equitably shared between the Colonies. In support of this proposal it is pointed out that the financial relations between the United Kingdom and the Colonies are very close and the bulk of the capital invested in the Colonies is British capital. "Finally," it may be remarked that neither the Report nor the Model Ordinance—as might be expected—contain provisions suggesting a method of applying taxation of incomes to the peculiar circumstances of the Colony of Hongkong where transference of head offices to Canton would make possible the evasion of the greater part of the impost and incidentally inflict incalculable injury on the commerce of the Colony.

The name of Dr. Liu Hung Ngao has been added to the Hongkong register of medical practitioners.

Major-General Sir John Fowler, Lady Fowler and the Misses Fowler have returned to Hongkong from their sojourn in North China.

H.E. the Governor has appointed Sergeant Wilfrid Brackenridge, M.O., to be Second-Lieutenant in the Hongkong Volunteer Defence Corps.

The Government is inviting tenders for the privilege of running and maintaining a tramway service on certain public highways of the Kowloon Peninsula.

Among the passengers who left by the Empress of Canada on Saturday for Shanghai were Mr. and Mrs. C. Boyd, Mrs. K. E. Craig, Mrs. D. J. Lewis.

It is notified in the Government Gazette that the King's Exchequer empowering Mr. Charles Henrique Basto to act as Honorary Consul for Bolivia in Hongkong has received His Majesty's signature.

CABLES.

EARLIER CABLES.

(THROUGH REUTER'S AGENCY.)

MARKS FIVE MILLION TO THE POUND.

GRAVE SITUATION IN GERMANY.

LONDON, July 29th.

On London German marks reached five millions to the pound sterling, this being attributed to the enormous demand in Germany for foreign currencies. The working classes are converting all their money not immediately needed into dollars and sterling. On the other hand there is evidence that Germany's balance abroad are still considerable. America is in active trade with Germany, especially in cotton.

BRUSSELS, July 29th.

Big queues outside the provision stores are waiting to buy butter, potatoes and other foodstuffs, which are very scarce owing to the impossibility of the dealers buying goods from abroad in view of the collapse of the mark. The authorities regard the situation as most serious. A special session of the Town Council declared that unless the Government intervened, a storm would break out, and it sent a deputation to Herr Cuno to demand remedial measures.

LATEST CABLES.

EXHORTATION TO GERMAN PEOPLE.

APPEAL BY PRESIDENT AND CABINET.

LONDON, July 29th.

A message from Berlin states that President Ebert and Herr Cuno and all the Ministers have issued a manifesto appealing to the people to preserve calm and order, saying that until a reasonable Reparations settlement has been reached the German people must and will keep aloof by their own strength. The Government will continue to adopt all possible measures to attain this end. Referring to the food scarcity, the manifesto says that measures projected will result in foreign currencies reaching Germany in larger quantities than hitherto, and thus be at the nation's disposal for essential imports, especially foodstuffs.

The import of unnecessary luxury goods will be prevented as far as possible.

LONDON, July 29th.

Marks, after touching 5,300,000 to £1, closed at 4,500,000.

MARK DEPRECIATION CAUSES ANARCHY AND DISTRESS.

LONDON, July 29th.

The gloomiest picture regarding the state of the country, particularly the Ruhr area, is painted by despatches from Germany, as the result of anarchy and distress produced by the colossal depreciation of the mark. Serious fears are entertained that civil disorders will break out shortly, unless something is done by the Government, who have ordered the military and police troops to be ready for instant action. There are signs that the workmen, in their desperation, are turning increasingly from the Social Democrats to the Communists, while the Nationalists are actively scheming.

The Cuno Government's position is represented as critical and the Reichstag has been summoned to reassemble early in August. There are signs of revived activity in the Rhineland on the part of the Separatists, and it is thought that they will try to take advantage of any outbreak of distress in the occupied territory to proclaim a separate republic, reckoning on the passive support of the French and hoping for a rally to their standard of the increasingly restive and strained population.

The English Liberal Press openly expresses fear that the French Government is pursuing a policy of protracting negotiations with England in anticipation that Germany is on the verge of collapse and capitulation.

It is reported that M. Poincaré's reply requests information on several points.

EXPLANATION BY MINISTRY OF FOOD.

BRUSSELS, July 29th.

Apparently with a view to allaying excitement, the Ministry of Food has issued a statement to the effect that there is no ground for anxiety, and as except butter and potatoes there is no real lack of foodstuffs.

It is explained that the scarcity is the result of the general economic position and the rapid depreciation of the mark, which have rendered it impossible to import goods from abroad to the same extent as formerly.

The grain crop this year is good and the potato crop is satisfactory, while the bread supply is assured. It is added that the apex of the crisis has been reached and the situation is improving daily. It is anticipated that within a fortnight the danger will be over.

TAXATION TO FINANCE PASSIVE RESISTANCE.

LONDON, July 29th.

A message from Berlin states that the Government has approved of a scheme to add two per cent. to the Income-tax and to the motor-car tax export levy with a view to financing passive resistance in the Ruhr.

REPARATIONS DISCUSSIONS

FRENCH AND BELGIAN REPLY'S STILL UNDELIVERED.

PARIS, July 29th.

The delivery of the French reply to Great Britain, which was ready on Thursday evening, has been postponed owing to a delay in the completion of the Belgian Note to Paris. Brussels having agreed that both Notes should be mutually seen and approved before delivery. It is now authoritatively stated that both notes will be presented on Monday or Tuesday.

THE NAVY AND THE AIR FORCE.

A DISPUTE CAUSING "GRAVE ANXIETY."

LONDON, July 29th.

Pending the Cabinet's decision, the struggle over the question of the navy controlling its own Air Force continues. Mr. Garvin, Editor of the *Observer*, definitely asserts that Admiral Beatty and other Sea Lords have intimated regretfully that they will feel bound to resign in a body if henceforth they are to be subordinated to the Air Ministry on this definite matter of Naval concern which is vital to the efficiency of the Fleet.

Mr. Garvin vigorously champions the Admiralty's view. He thinks that the Naval Air Force must be absolutely incorporated in the Fleet, and says it is unthinkable that after full reflection the Cabinet will decide against the Navy. Mr. Jorison Hicks, (Financial Secretary to the Treasury), in a speech at Twickenham, referred to the "grave anxiety" arising from the dispute and declared pointedly that the responsibility for safeguarding Great Britain in the last resort rests not with the Admiralty but with the Cabinet. While it was the duty of the Admiralty and the Army Council to tender advice, and to put it in the strongest possible way they liked, the ultimate responsibility for a decision lay with the Cabinet alone.

HOME COLLIERY EXPLOSION.

TWENTY-EIGHT LIVES LOST.

LONDON, July 29th.

A big explosion has occurred at Maltby colliery near Rotherham. It is reported that twenty-eight lives were lost.

RESCUE WORK HANDICAPPED BY DEBRIS.

LATER.

There were 120 employees in the Maltby main coal mine at the time of the explosion, but all except twenty-eight were safely got up.

The accident was due to "gub" fires, which the men have been endeavouring to extinguish for some days. Rescue work was handicapped by the masses of debris.

UNITED STATES AND THE DARDANELES.

"MOST FAVOURED NATION" TREATMENT.

LONDON, July 29th.

A message from Lausanne states that the Franco-American experts have agreed on the wording of the clause of the proposed Treaty whereby the United States will benefit from the privileges and limitations of the regime of the Straits similarly to the signatories of the Peace Treaty. In other words, America will enjoy the "most-favoured nation" treatment.

THE KENYA SETTLEMENT.

VICEROY EXPRESSES GREAT AND GRAVE DISAPPOINTMENT.

SIMLA, July 29th.

The Viceroy, at the closing of the present session of the Legislative Assembly, said:—"The Kenya decision is a great and grave disappointment to myself and the Indian Government. If the Indian Government must submit to the decision, I feel, with all due respect to His Majesty's Government, that this can only be done under protest." (Applause.)

EARLIER CABLES.

INDIANS INDIGNANT.

LONDON, July 29th.

The Government's decision on the Kenya question has aroused great indignation among the Indians, which is exemplified in a cable sent to the Government of India, by the Kenya Indian delegation in London, declaring that the decision is not acceptable on all points except segregation, involving the subjection of Indians to a permanent status of inferiority and violating their constitutional equality within the Empire. The delegation urges the recall of the Indian delegates to the Imperial Conference, the withdrawal of India from the Empire Exhibition, and all possible measures of retaliation.

SIMLA, July 27th.

Despite strong Government opposition, the Assembly passed a Bill, introduced by Dotor Gaur, proposing reciprocal retaliation for the Kenya decision against Colonials by regulating their entry into India. A motion by Sir William Halliday to circulate the Bill was rejected by 50 to 31 votes.

SIMLA, July 27th.

The retaliatory measures urged by Unofficial members during a debate in the Council of State on the Kenya decision include the stopping of all emigration to the Colonies.

LATEST CABLES.

PRESIDENT HARDING.

SUFFERING FROM PTOMAIN POISONING.

NEW YORK, July 29th.

A message from the presidential train, which is at present en route for Yosemite, states that President Harding is in bed suffering from ptomaine poisoning.

EARLIER CABLES.

COLLISION IN PUGET SOUND.

PRESIDENT HARDING'S EXPERIENCE.

SEATTLE, July 29th.

The transport *Henderson*, carrying President Harding and his party, rammed the United States destroyer *Zell* in Puget Sound in a fog. Both engine rooms of the *Zell* were flooded. Mr. Harding refused to proceed until all the crew of the *Zell* had been safely taken off. The *Zell* is leaking badly but the *Henderson* is undamaged.

LATEST CABLES.

ASCENT OF SCAWFELL ACCOMPLISHED BY DUTCH PRINCE CONSORT.

LONDON, July 29th.

The Prince Consort of Holland is the first member of a Royal family to climb Scafell, the highest point in England which is 3,000 feet above sea level. The Queen and Princess Juliana ascended part of the way.

OIL OUTPUT.

RESTRICTIVE MEASURES IN AMERICA.

CHICAGO, July 29th.

Measures to close, during August, every refinery in the central Continental oilfield as a step towards reducing the surplus of petrol and crude oil, have been approved by the group representatives of the western refiners and American oil associations.

OIL IN ARGENTINA.

LONDON, July 29th.

A message from Buenos Ayres states that the discovery of an important oil-bearing area is reported in the Province of Junin.

OBITUARY.

CARDINAL MARINI.

ROME, July 29th.

The death is announced of Cardinal Marini.

PROFESSOR STRUYCKEN.

THE HAGUE, July 29th.

The death is announced of the international jurist, Professor Struycken, who was a member of the State Council.

EARLIER CABLES.

THE EMPIRE EXHIBITION.

PRINCE OF WALES ENTERTAINS THE PRESS.

LONDON, July 29th.

With a view to enlisting even stronger interest of the Press than already exists in respect of the British Empire Exhibition, the Prince of Wales, as President, entertained a small party, principally of representatives of the great newspapers, to lunch at Windsor.

His Royal Highness, in a speech, described the project as one of the highest Imperial importance. He emphasised that the Exhibition had a definite important purpose and was fully worthy of serious and continuous support, and, if it achieved, the anticipated brilliant success, it might well mark a new era in Imperial trade. He gave a confident assurance that the organisation of the Exhibition was now on a sound basis and the Exhibition would be a great payment in which the economic resources of all the territories and peoples of the Empire would be fully illustrated.

Lord Burnham, in a reply on behalf of the guests, said the Press recognized that the Empire Exhibition was not a business venture but a mighty Imperial ideal. The Exhibition would attract an unprecedented throng of Dominion people and the great Exhibition would be an embodiment of that ideal. He assured the Prince of the desire of the Press to make it the magnificent success. His Royal Highness desired.

THE CONCESSIONS TO TURKEY.

AGA KHAN'S MESSAGE TO ISLAM.

LONDON, July 29th.

A manifesto by the Aga Khan, the leader of the Indian Muslims, is being published throughout Islam, emphasising that the Lausanne Treaty reveals the earnest desire of Great Britain, France and the other Western Powers to be good friends with Turkey and Islam. It confers complete freedom on Turkey, the leading statement of which now wish to be on good terms with Great Britain and France. He is sure they will eagerly welcome the renewal of trade. Turkey is on the threshold of a new era. He urges Muslims to help the new State, which will assuredly become the brightest star in Islam.

AMERICAN INACTION CRITICISED.

WILLIAMSTOWN (MASS.), July 29th.

Mr. Morgenthau, former U.S. Ambassador to Turkey, opening the Institute of Politics, deplored the inactivity of the United States to enter the Lausanne Conference except as an observer. He declared it was almost pitiful how "we Americans had to sit with hands tied though our eyes were allowed to see how the wily Turk triumphed." He urged the United States to assure its full duties as a World Power.

TRADE CONDITIONS IN AMERICA.

DECREASE IN WHOLESALE PRICES.

WASHINGTON, July 29th.

The monthly statement issued by the Federal Reserve Board reports that production of basic commodities declined during June but employment did not decrease except in some New England manufacturing. Freight shipments were exceptionally large and the volume of trade was about the same as in May, and substantially larger than in June, 1932. Wholesale prices showed a decrease, the largest decline being four per cent. in building materials.

HOLLAND'S PARLIAMENT.

FIRST CHAMBER ELECTIONS.

AMSTERDAM, July 29th.

The elections for the First Chamber, which were carried out for the first time on a system of proportional representation, resulted as follows:

Party	Seats
Catholics	16
Orthodox Protestants	8
Christian Historicals	7
Socialists	11
Liberty Union	5
Liberal Democrats	3

LATEST CABLES.

SCOTTISH AMATEUR GOLF FINAL.

LONDON, July 29th.

At Troon, in the Scottish Amateur Golf final, T. M. Burrell (Troon) beat A. R. McCallum (Edinburgh) by one hole.

SCOTTISH LAWN TENNIS CHAMPIONSHIP.

EDINBURGH, July 29th.

P. Spence won the Scottish Lawn Tennis Championship, beating E. Raynes 6-2, 10-8, 6-3.

DEMPSEY TO FIGHT FIRPO.

NEW YORK, July 29th.

Tex Rickard announces that Dempsey will meet the Argentine heavy-weight, Luis Firpo, on the polo grounds, September 11th.

EARLIER CABLES.

DAVIS CUP COMPETITION.

NEW YORK, July 29th.

In the Davis Cup Competition, opening rounds, Anderson (Australia) beat Dietrich (Hawaii) 6-1, 6-3, 6-3 and Hawkes (Australia) beat Eckland (Hawaii) 6-2, 6-1, 6-4.

In the European Davis Cup final, play was suspended owing to rain. At the close, Lacoste (France) was leading Degomar (Spain), 6-3, 6-1.

HOME CRICKET.

LONDON, July 29th.

At Leyton Middlesex beat Essex on the first innings. For Middlesex in the first innings Mann scored 125 and Henderson 103, not out. For Essex in the first innings, Douglas compiled 96 and Franklin 105.

Hampshire beat Surrey at Bournemouth on the first innings. For Surrey, Jardine in their first knock scored 127.

Derby beat Glamorgan by five wickets at Chesterfield.

Kent beat Sussex at Eastbourne by 58 runs.

Yorkshire at Bristol beat Gloucester by 18 runs. In their first innings Gloucester compiled only 95 Rhodes taking 7 for 15. For Yorkshire Norman Kilner scored 102.

Gloucester, in their second innings, Hammond compiled 96.

THE ESCAPE OF THE "ISKUM".

ROME, July 29th.

It is reported that Soviet officials had ordered the Hudson Bay Company's trading vessel *Iskum* to prevent the *Iskum* escaping, but somebody aboard the *Iskum* put the steering gear out of order and she grounded.

[It was reported in an earlier cable, that the crew of the American schooner *Iskum*, who were arrested on a charge of violating Soviet commercial law, over-powered their guards and escaped.]

THE CHESTER CONCESSION.

WASHINGTON, July 29th.

Copies of all the records and official documents relating to the Chester concession have been filed with the State Department by the Ottoman-American Development Company, the owners of the rights, who expect to start the preliminary work of development immediately.

SOVIET BOYCOTTS SWITZERLAND.

WARSAW, July 29th.

The Soviet Government has refused passports to the delegates of the Russian Red Cross societies at Geneva, owing to the decision of the Soviet to boycott Switzerland owing to its attitude in connection with the Vorovsk murder.

THE WISDOM OF BEING PREPARED.

SEATTLE, July 29th.

President Harding, speaking at the Seattle Press Club after reviewing the United States fleet, declared that until the nation abandoned the use of armed forces America must find her assurance in a navy of the first rank.

ALLEGATIONS OF ILL-TREATMENT IN NEW GUINEA.

MELBOURNE, July 29th.

The Commonwealth Government has appointed Mr. Canning, a former West Australian police magistrate, to investigate the allegations of ill-treatment of the Natives of former German New Guinea.

THE MOST POWERFUL RADIO STATION.

WARSAW, July 29th.

The construction of a wireless station, one of the most powerful in Europe, will be completed about August 15th, able directly to communicate with New York.

AUSTRALIAN LABOURERS ATTITUDE.

MELBOURNE, July 29th.

In the House of Representatives, the Labour leader, Mr. Charlton, outlined Labour's attitude at the Imperial Conference, and opposed the Singapore base.

According to the Chinese press Admiral Li Ting-hsin, Minister of the Navy, has proposed the erection of wireless stations at Wusong, Chefoo, Chinwangtao and Poochow, at a cost of \$1,500,000.

That the situation at Changsha regarding the Japanese has improved considerably is confirmed by the intelligence that all that Japanese residents in the port who had taken refuge on steamers and in the Consulate have returned to their residences.

Reports reaching Peking tell of a two days' fight, recently, between the residents of Yachow in Kiangsi province and the troops, resulting in casualties on both sides. The fight was precipitated over the citizens' refusal to pay their land tax two years in advance.

FAR EASTERN CABLE NEWS.

THE PRESENT STATE OF CHINA.

(THROUGH REUTER'S AGENCY.)

"TIMES" SUPPORTS A SPECIAL CONFERENCE OF THE POWERS.

LONDON, July 29th.

An editorial in the *Times* says that, apart from all question of humanity, the present state of China is the deep and immediate concern of all the commercial and trading peoples of the world, as China is the greatest undeveloped market in the world.

The prevailing chaos cannot continue, but must end in a return to order or such a dissolution of society as will be fatal to the welfare of the Chinese masses and the interests of all foreigners having commercial or financial relations with China.

The proposed foreign officer railway police, even if stiffened, as Sir John Jordan recommends, by a levée of foreign rank and file, would be but a local remedy for a constitutional disease.

The *Times* is of the opinion that much may be said for the China Association's proposal for a special conference of the Powers as a legitimate development of the Washington policy, in the light of later events, but to be effective, the conference must establish contact not merely with the evaporative Peking Government but all the conflicting powers and authorities in China along with the Tachans and political and business organisations in all the provinces. That is the biggest and wisest method for producing a permanent effect, but we are not surprised that our Peking correspondent maintains that in the meantime, the Powers should unanimously decide to reinforce the garrison in order to produce an effect which is a condition precedent to any real reform or genuine progress.

JAPANESE OPINION ON THE SINGAPORE NAVAL BASE.

FORE NAVAL BASE.

LONDON, July 29th.

Admiral Totsu, the Japanese Naval Attaché, in a newspaper interview, declared that Japanese Naval opinion unanimously believed that the British proposal in regard to Singapore was necessary from the British point of view and for strategic purposes no better Dockyard could be found. The scheme was not contrary to the Washington Agreement. "Some of my countrymen see in the measure a sign that England is no longer our friend; they do not realise that we would do the same if we were placed in a similar position. Official opinion, however, does not regard this project in an unfavourable light. We consider that the good feeling and amity existing between the two countries is in no way incompatible with it."

Admiral Totsu denied that Japanese policy was necessarily imperialistic, saying that fortunately they had not reached the stage when over-population becomes a serious danger. Japan had no real misgivings with regard to the future and was faithful to the spirit of the Washington Agreement.

EASTERN COMPANY'S PROFITS.

LONDON, July 29th.

The profits of Probst Hambury & Co., Ltd. for the year amounted to £50,000 of which £20,568 was trading profit. The capital reorganisation scheme provides for the issue of £52,500 Preferred Ordinary shares.

A notification by H.B.M. Consulate-General at Canton will be found among to-day's advertisements relating to the payment of debts due from German to British nationals before the war or arising out of pre-war contracts and transactions.

At the final meeting of shareholders of the British Flower Shop, Limited, at Shanghai last week, Mr. E. S. Wilkinson, Liquidator, referred to its excellent record prior to the firm's voluntary liquidation. It was stated that the Company out of its profits donated \$50,000 to charities since its inception though the capital of the Company was only \$5,700.

The death is reported at Tientsin of Captain A. J. Philbey, installation manager of the Tientsin branch of the Asiatic Petroleum Co. Tientsin, a very familiar figure on the China Coast. Capt. Philbey came to China about 1900 as an officer on one of Messrs. Butterfield & Swire's ships and he became very well known as a night pilot between Shanghai and Ningpo on the old Peking. He left that firm some five years later to take up piloting at Ningpo, and about six years ago he joined the A.P.C., going straight to Tientsin, where he has been ever since. He leaves a widow but no children.

A very enjoyable concert was given at the Military Hospital, Bowen Road, by the kind permission of the Officer Commanding 27th Company, R.A.M.C., on Thursday evening. In spite of the inclement weather, about 150 persons assembled in the concert hall, which was very tastefully decorated. Mr. Charles Olive's party were responsible for an excellent programme. They had the valuable assistance of Mrs. Clements of Kowloon and Mr. D. Martin. Mrs. Clements, who is a talented vocalist, delighted her audience with her first song "Smiling Thru," and had to give an encore. In the second half of the programme Mrs. Clements sang "There's a Land," and was again obliged to give an encore. Mr. D. Martin, who, with his clever manipulation of an ordinary felt hat, gave a very novel and original show, much amused and somewhat mystified his audience, some of whom were prepared to wager that he used six hats instead of one. Mrs. Bruce (soprano), Lieut. Alcock (comedian), Mr. C. Tuke (comedian), and Mr. Charles Olive in Dicken's character sketches also contributed to the programme and were rewarded by cordial applause. Mr. Spary was again at the piano.

JAPANESE FACTORY LAW.

THE NEW CONDITIONS.

The Department of Overseas Trade learns that a bill embodying many of the changes in the Japanese Factory Law that were proposed as a result of the First International Labour Conference, at Washington, has now passed both Houses of the Diet. The principal changes are as follows:—

1. The law is made applicable to factories employing not less than 10 operatives whereas under the existing law the minimum has been 15.

2. Art. II, which provided that children under 12 could not be employed has been deleted and in its place a new law has been passed prohibiting the employment in specified industries, which cover practically every industry except agriculture, of children under 14.

3. The age limit for juveniles has been altered from 15 years to 18 years, and the number of hours during which they and females are allowed to work has been reduced from 12 to 11.

4. Under the existing law night work was prohibited between the hours of 10 p.m. and 4 a.m. for females and youths under 15. Various exceptions were provided for under Arts. V and VI. The latter article specifying that where operatives were employed in two or more shifts the prohibition was not to be effective for a period of 15 years from the enforcement of the law. This clause was most important as regards the textile industries, especially cotton-spinning, as it meant that the cotton mills were given 15 years' grace.

Under the new law the age limit has been changed to 16, the hours have been changed from 10 p.m. to 4 a.m. to from 10 p.m. to 5 a.m., and Arts. V and VI, which provided the exceptions, have been deleted. But there is a supplementary clause which says that "in cases where workmen are employed in two or more shifts the provisions of Art. IV shall not apply for three years following the enforcement of the revised law." This means then that in practice the cotton mills and other industries concerned will have three years' grace.

5. Under Art. IV of the existing law, factory owners were compelled to afford assistance to operatives or their families in cases of injury, sickness or death brought on while the operatives were in the performance of their duty, provided there was not gross negligence on their part. In the revised Art. IV this stipulation about gross negligence has been deleted.

6. The maximum penalty for a breach of the law has been increased from ¥500 to ¥1,000. Nearly all the amendments which had originally been made with a view to moderating the stringency of the law have now been recommended so that the present law as revised is very similar to the original draft which was submitted to the Diet in 1911.

THE ENFORCEMENT.

The date when the revised law will come into effect has not yet been announced, and it will be necessary to await promulgation in the "Official Gazette" before the complete text can be obtained.

It is difficult to tell what the effect of the changes will be until the detailed regulations for enforcing the law are published, and these will probably not be ready for at least two or three months. The most important results, however, will be that the law will apply to a considerably larger number of factories. In Osaka alone the number of factories subject to the law will be doubled, over 2,000 more factories coming within the application of the law. The abolition of night work will mean that more machinery will be required in the cotton mills.

Regarding the prohibition of work for children under 14 years of age, it is pointed out that under the Education Act the children of poor people are not compelled to go to school while by the new law they would be prohibited from working. It was feared therefore, that the result would be the production of a large number of vagabond youths lacking ways to use their time. The recommendation was made that the Education Act should be so amended that poor children should be compelled to go to school, financial assistance being given by the Government in necessary cases.

NORTHERNERS' SOUTHERN CAMPAIGN.

TROOPS RUSHED TO SZECHUAN.

Reports that the Chihli military leaders had given orders for the withdrawal of Northern troops from Kwangtung and Szechuan are declared to be untrue, says a Peking correspondent. On the contrary, Northern troops are being rushed towards Szechuan from Hunan and Hubei. The First Shensi Division is in Honan under Hu Chien Yi, and is marching West, and General Yen Chi Tang, commanding the Twentieth Shensi Division, has been ordered by Loyang to send one mixed brigade to reinforce the expedition against Szechuan. General Wang Yu Chien, now in Ichang, has been instructed to hasten to the front and take command of the expedition which is being sent to relieve General Yang Shen, who has been routed, and to recapture Chungking, which is reported to have been taken again by the Szechuanese, or, if it has not been taken, to protect it. Yuan Chih Min, one of the defeated Kweichow leaders, will participate in this expedition. It is successful he has been promised financial and military aid in regaining his lost position in Kweichow.

A coup d'état took place in Bulgaria last month. Stambulsky Ministry was overthrown and a bourgeois Coalition Cabinet formed under Professor Zankoff. While his colleagues have been arrested, M. Stambulsky is at liberty.

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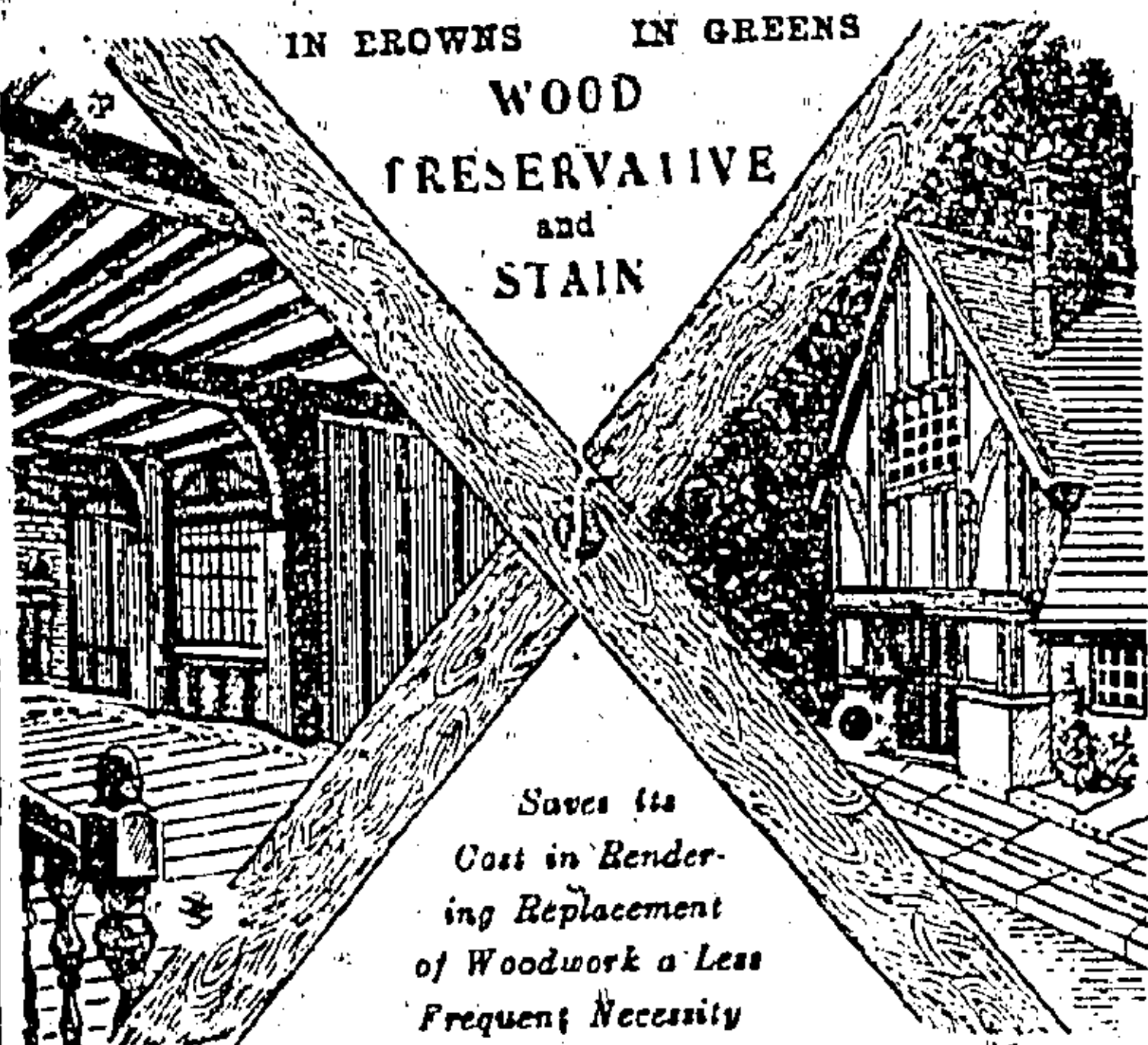
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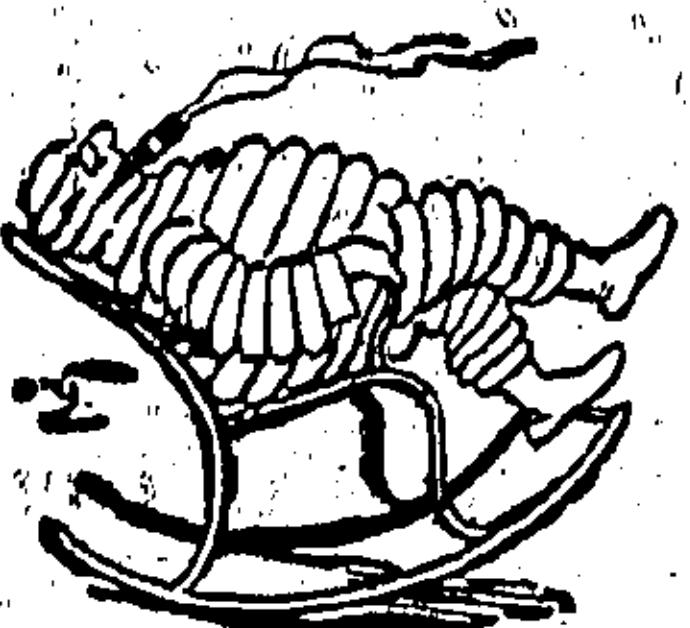
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Oriental Hotel	Fujiya Hotel	Nikko Hotel
Tor Hotel	Nagasaki —	Nikko Hotel
	Japan Hotel	Nikko Hotel
	Taiwan Hotel	Nikko Hotel
IN TAIWAN (FORMOSA)		
Taipei —	Taiwan Railway Hotel	
IN CHOSUN		
Fusan —	Fusan Station Hotel	
Kobe (South) —	Chosen Hotel	
Shingai —	Shingai Station Hotel	
IN MANCHURIA		
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COMMUNIST RUSSIA.

FRANK CONFESSION OF FAILURE.

In *The Workers' Dream*, the ultra-Communist paper, edited by Miss Sylvia Pankhurst, there is given a remarkably frank picture of Russia as it appears to the British apostles of pure Socialism. The article begins with an acknowledgment that the days of undiluted Bolshevism are passing.

"A comrade returned from Russia," says the writer, "speaks sadly of the situation there. When the new economic policy began, Communists said the concessions to capitalism would last only for ten years, after which Communism would dawn. Now these concessions are being granted to capitalism for ninety years or other long terms. One asks the Communists: 'What about your ten years' stunt?' They answer, 'It is the policy of the party; no doubt it is necessary.' The average Communist party member never thinks for himself; he only follows his leaders. Capitalism grows like a snowball; new businesses are opening every day. The Government does no Communist propaganda, nor does the Communist party. The young Communists do what they can, but they are very short of money for printing, and they get no assistance from the Government."

"The physical condition of the people," the article continues, "is better than it was some time ago. As the opera in Moscow now sees people even more clad than in London, but children selling programmes are in rags. Nothing is being done for education except in a few centres. The best efforts are expended on some of the orphan children, of whom there are an incredible number. Going south towards Samara children are begging at all the stations. Children travel without tickets on the trains, riding on the buffers, on the steps, or where they can. They beg from the passengers when the train stops at the stations. Occasionally an inspector turns them off. They wait for another train. Large numbers of them are travelling on foot to Moscow. When they arrive they wait about for weeks in the streets or at the railway stations. As many of these children as possible are sent to a home for two months, where they receive medical care, clean clothes, and so on. From thence they are drafted to colonies where they receive education."

"WOMEN IN FACTORIES."
"The comrade had not worked in the factories, but the conditions of factory workers seemed to him better than in England, and he admired the nursing attached to the factories for the children of workers. It seemed to him that a relatively larger proportion of mothers worked in the factories than in England, but he had no statistical information. We asked: 'Is that because wages are so low, that the wife, as well as the husband, is obliged to work in the factory, or is it from choice?' Does Soviet Russia provide facilities which will free the woman from the necessity of washing, cleaning, and sewing after the factory work is done? The comrade replied that he feared the spur of necessity drives the Russian mother to the factory, and that there are no special facilities to lighten her load, except the factory nurseries. The American Textile Workers' Union gave machinery, and funds to the Soviet Government to set up a textile factory in Russia. The workers in that factory who came over from the States declare they were better off in America. The woman especially said they could not manage on the husband's wage, that they also must work in the factory, which was too hard for them, together with their housework."

"The economic screw," the writer continues, "is being put on the townspeople more and more. The free rations, clothing, and rent and fuel of the early days after the revolution are gone. The Government now expects everyone to be independently self-supporting; every enterprise to pay for itself. Bureaucratic delays and truculence appear to be growing. It is a common thing to see prisoners, often as many women as men, taken through the streets by guards who carry revolvers in their hands with the muzzles turned downward."

FOREIGN OFFICIALS IN EGYPT.

A GOVERNMENT PLAN.

CAIRO, June 20th.
It is stated that an agreement has been reached between the British and the Egyptian authorities with regard to the retirement of British and other foreign officials. These are divided into three categories—firstly, those wishing to leave Egypt owing to prejudice caused them by the new régime; secondly, those who wish to leave after a term of one, two, three, or four years; to be fixed by themselves; thirdly, those who are prepared to retain their posts. The Government undertakes to indemnify officials on the basis fixed for each category. It now remains to be seen whether the solution will be acceptable to the officials themselves.—*Deuter*.

SUNDAY GAMES IN LONDON.

A cable to Indian papers dated July 10th says:—

As a sequel to a long controversy in the Press and elsewhere, with showers of petitions and counter-petitions, the London County Council has decided to continue to allow games in the parks on Sundays, as introduced last year, an amendment in favour of the withdrawal of this permission having been defeated by 63 votes to 23, after a debate in which the Sabbatharians contended that people in London did not want Sunday games, and expressed fears lest the British Sabbath be destroyed and a seven-day week return, with general Sunday trading.

The opposing speakers taunted the Sabbatharians with self-righteousness, and urged that play did not desecrate the Sabbath, but kept young people from morbid thoughts and promoted vigour of body and health of mind.

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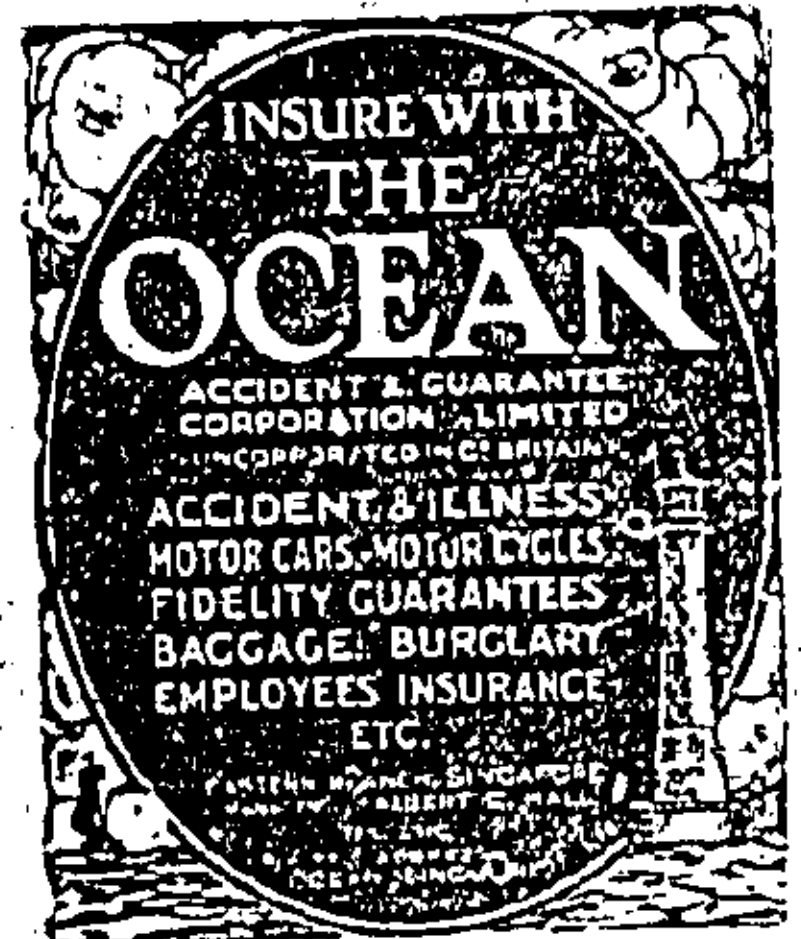
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SHANGHAI —	"MING-SANG" ... Friday, 3rd Aug. 3 p.m.
MANILA —	"LAI-SANG" ... Saturday, 4th Aug. Noon.
KOBE via MOJI —	"CHUN-SANG" ... Tuesday, 7th Aug. 8 a.m.
BANGKOK via HOIHOW —	"ESANG" ... Wednesday, 8th Aug. Noon.
TSINGTAU via SWATOW —	"FOOKSANG" ... Friday, 10th Aug. 7 a.m.
SHANGHAI —	"LEPSANG" ... Friday, 10th Aug. 8 a.m.
KOBE via MOJI —	"HOSANG" ... Saturday, 11th Aug. 3 p.m.
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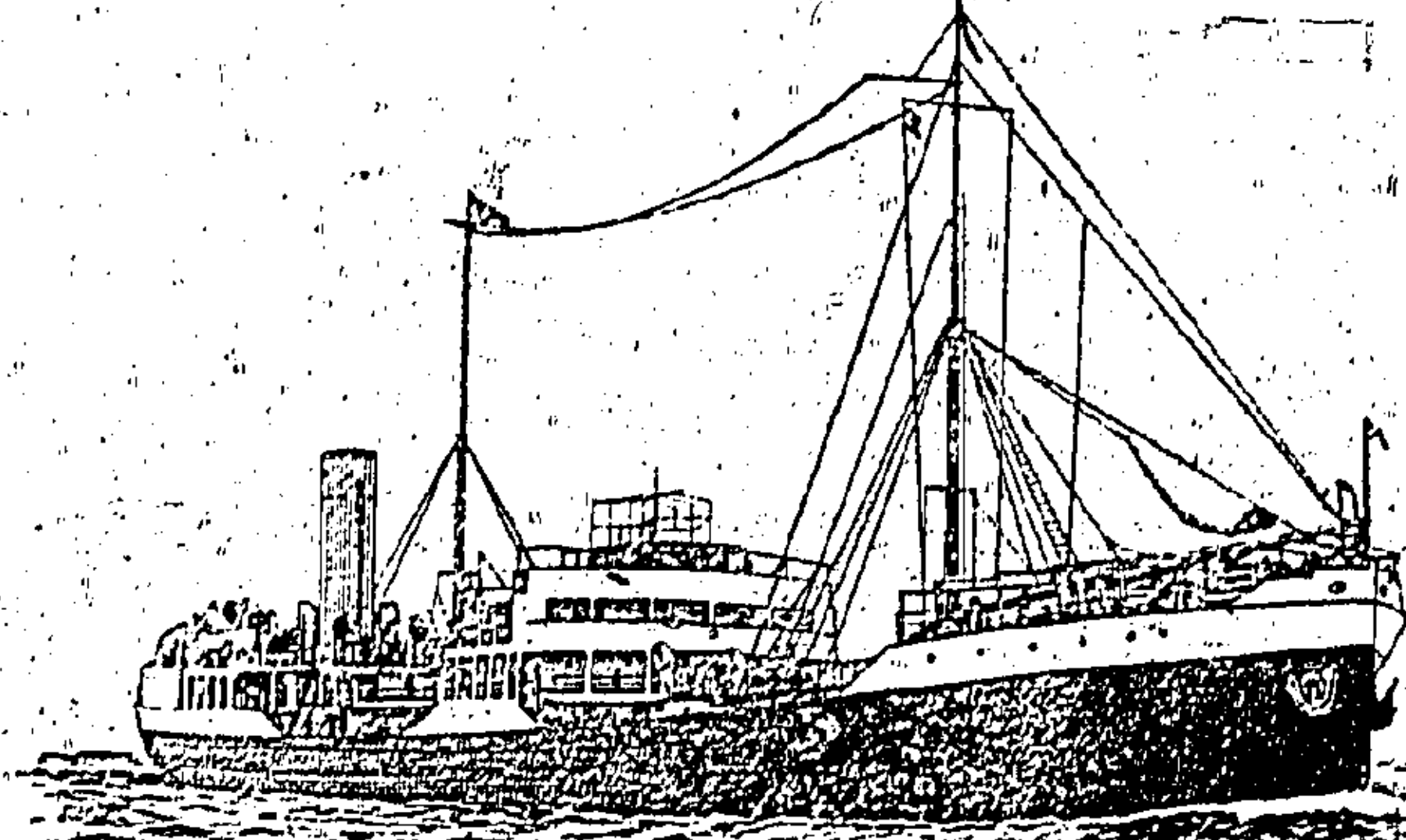
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Western Union and Watkins, Benson's, MarconiDock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and
Brass Founders, Forge Masters, Electricians

OIL TANK STEAMER "PALUDINA"

427'0" x 53'1" x 31'0" x 8,400 tons d.w. x 3,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD. at KOWLOON DOCKS to the order
of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS
to the same order.

Please address enquiries to the Chief Manager:

R. M. DYER, E. Sc., M.I.N.A., Kowloon Dock, HONGKONG.

SHIPPING NEWS

ARRIVALS.

July 28th.
Beranger, British str., 3,032 tons, Capt. T. R. Durettin, from Fremantle, with a general cargo.—Bottleho Bros.
C. Lopez y Lopez, Spanish str., 3,395 tons, Capt. S. de Oyarvide, from Yokohama, with a general cargo.—Bottleho Bros.
Kanabaru Maru, Japanese str., 3,632 tons, Capt. J. Fujisawa, from Moji, with a general cargo.—N.Y.K.
Kwai Wah, Chinese str., 402 tons, Capt. Kwok Kai, from Tourane, with a general cargo.—Shun Hing & Co.
Reims, French str., 317 tons, Capt. A. Menanteau, from Pakhoi, with a general cargo.—Tai Woo & Co.
Sudo Maru, Japanese str., 3,332 tons, Capt. J. Nirel, from Moji, with a general cargo.—N.Y.K.
Tango Maru, Japanese str., 6,277 tons, Capt. K. Okazaki, from San Francisco, with a general cargo.—T.K.K.
Treviso, Italian str., 3,352 tons, Capt. G. Quarantotto, from Trieste, with a general cargo.—Dodwell & Co.
 July 29th.
Compinas, French str., 1,972 tons, Capt. Vessieres, from Saigon, with a general cargo.—P. A. Lapique & Co.
Fushima Maru, Japanese str., 6,810 tons, from Singapore, with a general cargo.—N.Y.K.
Taiwan, British str., 1,459 tons, Capt. T. E. Hamilton, from Sydney and Manila, with a general cargo.—B. & S.
Virginia Dollar, British str., 6,292 tons, Capt. Hamilton, from New York and Shanghai, with a general cargo.—Robert Dollar & Co.
Yachting, British str., 1,424 tons, Capt. J. Campbell, from Shanghai and Swatow, with a general cargo.—J.M. & Co.

CLEARANCES.

July 28th.
Amikusa Maru, for Swatow.
City of Madras, for Shanghai.
Empress of Canada, for Shanghai.
C. Lopez y Lopez, for Manila.
Hanyang, for Saigon.
Hanching, for Swatow.
Maredunia, for Shanghai.
Nordstrand, for Beser.
Protetians, for Manila.
Savin Maru, for Swatow.
Sudo Maru, for Singapore.
Shani, for Canton.
Song Bo, for Canton.
Tungshing, for Swatow.
Tiananok, for Shanghai.
Torilla, for Singapore.
Wing Sing, for Manila.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* is due here at 8 a.m. to-day, and will berth at Pier No. 5, Kowloon Wharf.
 The R.M.S. *Empress of Australia*, left Vancouver for Hongkong, via Japan ports and Shanghai on July 29th, and is due here on August 15th. She is due at Yokohama on August 7th.

VESSELS EXPECTED

Andre Lebon (M.M.), due August 17th.
Empress of Russia, due to-day, 7 a.m.
Hyogo (Blue Funnel), due August 1st.
Imo Maru (N.Y.K.), due July 31st.
Kashima Maru (N.Y.K.), due July 31st.
Patroclus (Blue Funnel), due August 5th.
Paul Leont (M.M.), due July 31st.
Perseus (Blue Funnel), due August 25th.
Synland (Rickmers Line), due August 4th.
Victoria, due August 27th.

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Far Eastern Dept.—125, PAUL MALL, LONDON, S.W.

Local Address:—Hongkong Hotel Building, HONGKONG.

Telegraphic Address: "COOKSON."

Telephone: Central No. 5245

PASSENGERS.

DEPARTURES.

For a.s. *Empress of Canada*, on July 30th: Mrs. J. W. Birrell, Misses Birrell, Mrs. C. G. Brown, Mrs. D. Bode, Master H. J. Bode, Mr. E. J. Carroll, Miss H. C. Marr, Mr. D. E. Neilson, Mr. Colin F. Pratt, Mr. B. A. Proulx, Mr. M. J. Quist, Lieut. J. Rebecca, Mr. J. Smyth, Lieut. H. H. Weeden, Miss S. C. Brucke, Mrs. E. G. R. S. Elkington, Mr. O. L. Gray, Miss E. P. Johnson, Mr. V. S. Lawn, Mr. Chas. McPherson, Miss P. J. Pierce, Mr. W. R. Tipton, Mr. W. H. Tipton, Mr. and Mrs. C. Boyd, Mr. J. P. Behar, Mr. H. V. Bernard, Mr. M. H. Brown, Mr. and Mrs. A. Bajano, Mrs. Cooper, Mrs. J. Cunningham, Mr. E. E. Ellis, Mr. H. Edie, Mr. M. D. Eubank, Mr. S. E. Fox, Mrs. S. Greenfield, Mrs. K. E. Greig, Mr. E. H. Hamrod, Miss I. Koch, Mr. A. Lufcente, Mrs. D. J. Lewis, Miss M. Levy, Miss R. Levy, Miss J. H. Lishman, Mr. A. McDonald, Dr. and Mrs. H. G. Miller, Mr. W. J. Pritchard, Mr. C. E. Pendleton, Mr. P. D. Sutherland, Miss M. Stewart, Mr. C. E. Tavares, Mr. F. J. Weavill, Mrs. R. Weusthoff, Miss Pearl Weeks, Mrs. G. Buchanan, Miss V. Owens and a number of Chinese saloon passengers.

WEATHER REPORT.

July 29th at 11.45.—Pressure has increased slightly from Hongkong to N. Formosa and Shanghai. It has decreased slightly from the Philippines to Yap and Guam and over Japan.
 A low barometer is central between the Bonins and the Loochoos.
 The typhoon is still shown as a shallow depression over S.W. China.
 A typhoon may be forming to the north of Yap.

Hongkong rainfall for the 24 hours ending at 10 a.m. 29th July, 1.11 inch. Total since January 1st, 43.49 inches, against an average of 50.63 inches.
 The forecast for the 24 hours ending at noon, 30th July, is as follows:—

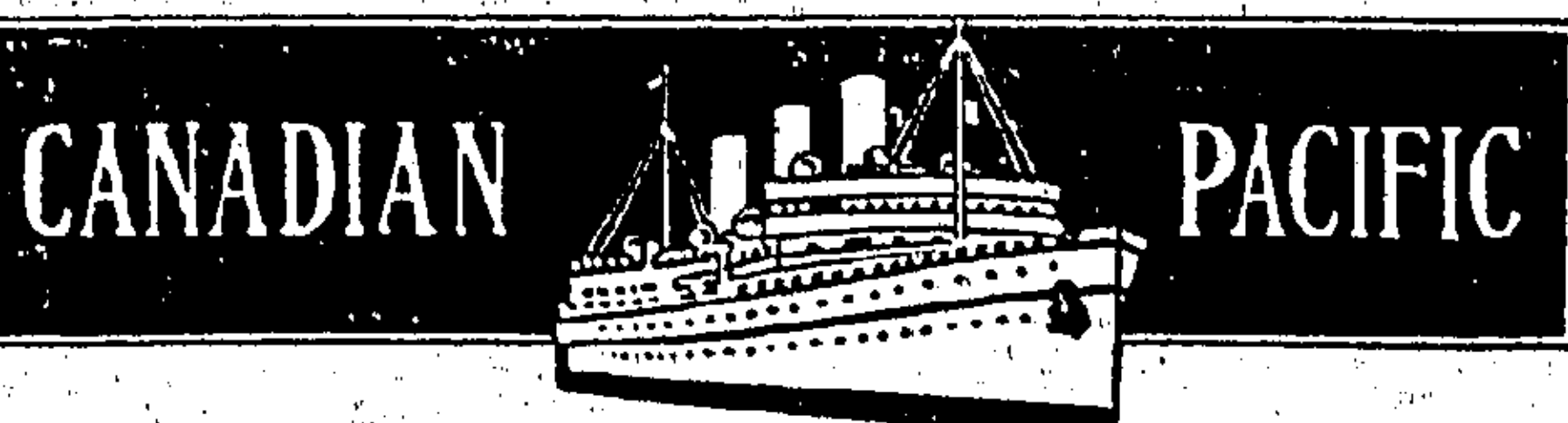
District	Forecast
Formosa Channel	S.E. winds, moderate overcast, occasional rain.
Hongkong to Gap Rock	do.
South coast of China between Hongkong and Lamooks	do.
South coast of China between Hongkong and Haian	do.

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Waterlevels in English Feet at 8 A.M.

Place of Observation	1923.		1922.	
	Highest W.L. ever recorded.	Lowest W.L. ever recorded.	July 16.	July 27.
Wuchow, W. River	+79.50	-3.43	—	—
Kongmoon, W. River	+14.70	-0.80	—	—
Linkonghow, N. River	+57.00	—	10.5	—
Samahul, N. River	+27.35	-6.00	2.01	19.5
Shueklung, E. River	+15.15	-0.98	4.3	—

ENGINEER-IN-CHIEF.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec

From Hongkong	Due Vancouver	From Vancouver	Due England
Empress Russia	Aug. 9	Aug. 27	Empress Scotland, Aug. 4
Empress Australia	Aug. 24	Sept. 12	Empress France, Aug. 18
Empress Asia	Sept. 6	Sept. 24	Empress Scotland, Sept. 1
Empress Canada	Sept. 22	Oct. 8	Empress France, Sept. 21
Empress Russia	Oct. 4	Oct. 22	Empress Scotland, Sept. 29
			Empress France, Oct. 13
			Empress Scotland, Oct. 27

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

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REGULAR FREIGHT & PASSENGER SERVICE

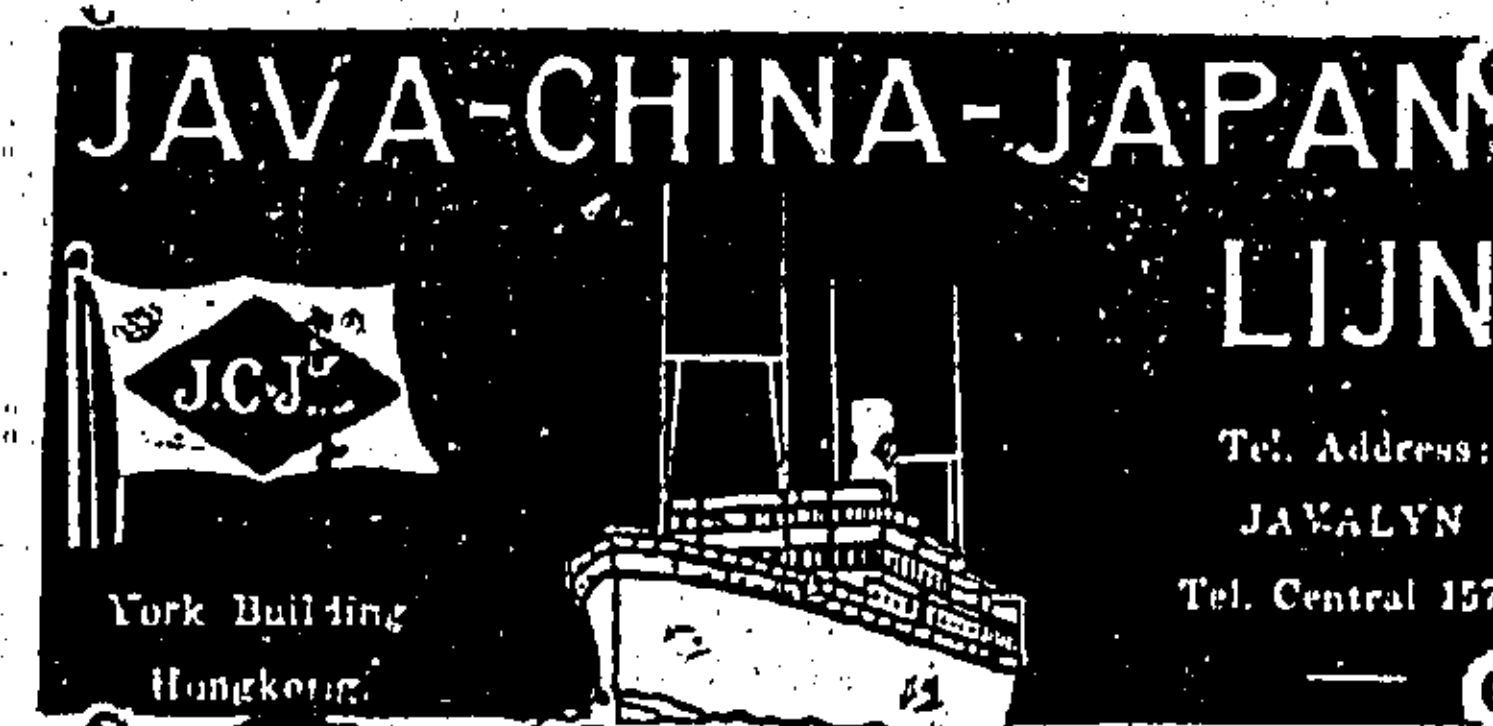
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For HAIPHONG via Hoihow & Pakhoi

For KEELUNG via Swatow & Amoy

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 S. MITARAI, Agent. Top Floor, King's Building. Tel. Central No. 140.



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STEAMERS	FROM	ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISONDARI	NORTH CHINA	In port	30th July	BATAVIA
TJIKINI	JAVA	In port	19th July	JAPAN
TJILIWONG	JAPAN	—	6th Aug.	MACASSAR & FORREBAIA
TJIKEMBANG	JAVA	2nd Aug.	7th Aug.	SHANGHAI & N. CHINA

Wireless Telegraphy.
 The steamers are all fitted throughout with Electric Light and have accommodations for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
 For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.



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(Members of the Straits, China and Japan Conference)

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Taking cargo for Belgian, Netherlands, German and all North European ports on direct or optional Bills of Lading, also to United Kingdom ports on optional Bills of Lading only.

Arrivals from Europe.
 S.S. "SAPAROE" ... 21st July.
 S.S. "KERTOSONO" ... 28th Aug.

Sailings to Europe subject to alterations.

Steamers	For	Sailing on or about
"SALEIER"	Amsterdam, Rotterdam, Hamburg & Bremen	10th Aug.

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN.
 General Agents.

York Buildings



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports
 Through Bills of Lading issued to all Overland common points in U.S.A. and Canada.
 Through passage rates to Europe via America G-2405, G-2420, G-2440.

TYO MARU ... Saturday, 11th Aug., at 11 a.m.
 SHIDYUOKA MARU ... Wednesday, 5th Sept., at 11 a.m.
 MARSEILLES, LONDON & ANTWERP via Singapore, etc.
 KASHIMA MARU ... Wednesday, 1st Aug., at 11 a.m.
 HAKONE MARU ... Wednesday, 15th Aug., at 11 a.m.
 HAMBURG via LONDON & ROTTERDAM
 MATSUUE MARU ... First half Sept.
 LIVERPOOL via MARSEILLES & VALENCIA.
 TOKUSHIMA MARU ... Friday, 10th Aug.
 SYDNEY & MELBOURNE via Manila, etc.
 AKI MARU ... Wednesday, 15th Aug., at 11 a.m.
 TANGO MARU ... Wednesday, 15th Sept., at 11 a.m.
 NEW YORK & BOSTON via PANAMA.
 DELAGOA MARU ... Friday, 3rd Aug.
 BUENOS AIRES via Singapore, Durban & Cape Town.
 KAMAKURA MARU ... Monday, 30th July, at 4 p.m.
 BOMBAY via Singapore and Colombo.

QALOUTTA via Singapore, Penang & Bangkok.

MOJI MARU ... Monday, 30th July.

NAGASAKI, KOLE & YOKOHAMA.

TANGO MARU ... Saturday, 18th Aug., Afternoon.

SRINAGAL, KOME & YOKOHAMA.

FUSHIMI MARU ... Monday, 30th July.

MORIOKA MARU ... Saturday, 4th Aug.

MISHIMA MARU ... Wednesday, 15th Aug.

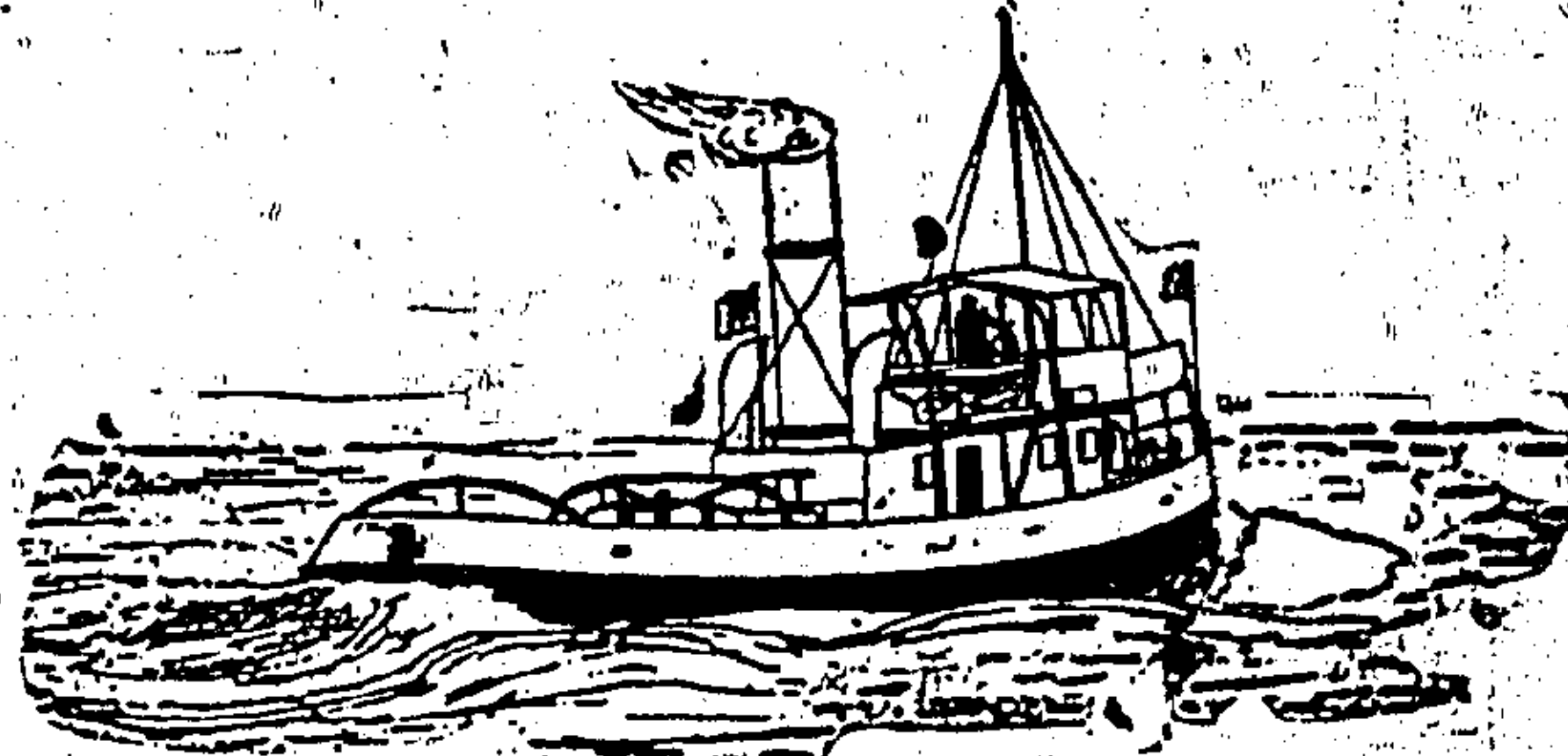
For further information apply to— NIPPON YUSEN KAISHA

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UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

S.S. "KASAMA" ... 3rd Sept. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF GLASGOW" ... 28th Aug. ... Marseilles, London, Rotterdam & Hamburg.

PASSAGE RATES TO LONDON.

"A" Class Steamers	...	1st Class £22.—2nd Class £12.—
"B" Class Steamers	...	1st Class £24.—2nd Class £14.—
"C" Class Steamers	...	1st Class £26.—

N.B.—"C" Class Steamers comprise those of the Cargo type which have accommodation for a few passengers but do not carry Doctor or Stewardess.

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Sailings from Hongkong.

S.S. "CITY OF MADRAS"	...	via Suez Canal	...	5th August
S.S. "TALYBIDUS"	...	via Suez Canal	...	15th August
S.S. "CITY OF BOSTON"	...	via Suez Canal	...	25th August

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

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(SOME STEAMERS & S.O.S. LTD.)

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SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
ANGKOR ...	...	...	6th Aug.
CHAMBERLAIN ...	...	...	20th Aug.
PAUL LECAT ...	...	...	3rd Sept.
ANDRE LEBON ...	...	...	17th Sept.
AMBOISE ...	...	...	1st Oct.
CORDILLERE ...	...	...	15th Oct.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ...	£ 95. 0s. 0d.	B CLASS (1st Class) ...	£ 88. 0s. 0d.
STEAMERS (2nd Class) ...	£ 68. 0s. 0d.	STEAMERS (2nd Class) ...	£ 62. 0s. 0d.

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Accommodation reserved in the Trains at Marseilles.

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S.S. "LT. DE MIRISSY" loading for BORDEAUX, HAVRE, ANTWERP & DUNKIRK, about 29th July.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE—of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, aloft and Excellent cuisine.

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HAIHONG ... Capt. W. C. Passmore ... Wednesday, 1st Aug., at 11 a.m.

HAIPOONG ... Capt. Ellis Walker ... Friday, 3rd Aug., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blaise Pier)

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S.S.	Tons	From Hongkong (about)	Destinations
"SOUTHERN"	6,698	8th Aug.	Singapore, Penang, Colombo & Bombay
"RHIVA"	9,017	8th Aug.	Singapore, Penang, Colombo & Awerp
"ALIPORE"	5,273	15th Aug.	Singapore, Penang, Colombo & Awerp
"KASHMIR"	5,541	22nd Aug.	Singapore, Penang, Colombo & Awerp
"SICILIA"	5,541	28th Aug.	Singapore, Penang, Colombo & Bombay
"MACEDONIA"	11,089	7th Sept.	Singapore, Penang, Colombo & Awerp
"DONGOLA"	8,056	14th Sept.	Singapore, Penang, Colombo & Awerp
"SOUTHERN"	6,698	30th Sept.	Singapore, Penang, Colombo & Awerp
"MANTUA"	10,902	6th Oct.	Singapore, Penang, Colombo & Awerp
"KARMALA"	9,088	13th Oct.	Singapore, Penang, Colombo & Awerp
"SICILIA"	6,818	23rd Oct.	Singapore, Penang, Colombo & Bombay

1924.

BRITISH INDIA - APCAR SAILINGS

"JANUS"	4,824	29th Aug.	Singapore, Penang & Calcutta.
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EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	4th Aug.	(Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.)
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The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O.'s Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O.'s 1st Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for South America and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"JANUS"	4,824	4th Aug.	Shanghai, Moji & Kobe.
"KASHMIR"	4,000	7th Aug.	Yokohama.
"DONGOLA"	8,056	11th Aug.	Shanghai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Ramsgate must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.

First Cabin Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.

Passes measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

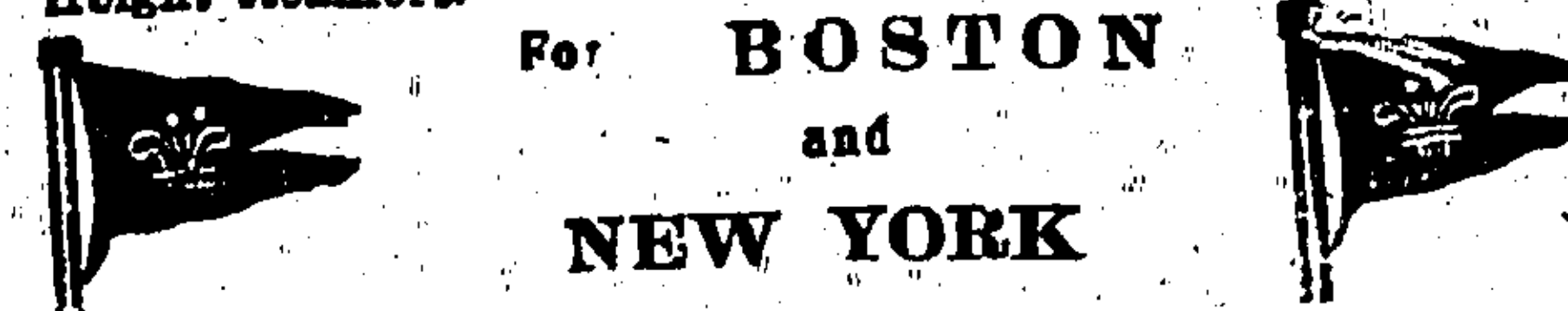
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

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Telegrams (Furprince)

O. S. K.

SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

"LONDON MARU" (Call at Marseilles) ... Tuesday, 4th Sept.

RIO DE JANEIRO, BANTON & BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Capetown—Passenger Service.

"MEXICO MARU" (Call at Montevideo) ... Friday, 17th Aug.

BOMBAY—fortnightly service via Singapore and Colombo.

"CELESTES MARU" (Call at Penang) ... Saturday, 4th Aug.

SAIGON, BANGKOK, SINGAPORE & DELHI—Regular monthly Passenger Service.

"KISHU MARU" ... Wednesday, 1st Aug.

CALCUTTA—Monthly Service via Singapore and Hongkong.

"INDO MARU" ... Wednesday, 15th Aug.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

"AFRICA MARU" ... Friday, 17th Aug.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—Panama and Cuban Ports.

"ALASKA MARU" ... Wednesday, 8th Aug.

JAPAN PORTS—Moji, Kobe, Osaka, Yokohama & Yokohama.

"LONDON MARU" ... Wednesday, 1st Aug.

"ALTAL MARU" ... Friday, 3rd Aug.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

TAKAO via SWATOW & AMOY. ... Sunday, 5th Aug., Noon.

TAKAO & KEELUNG. ... Thursday, 2nd Aug.

For sailing dates and further particulars please apply to
S. SELMA, Manager.**C. N. C.**
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
HONGKONG & BANGKOK	"LINAN"	On 30th July, 9 a.m.
SHANGHAI	"WENCHOW"	On 30th July, 4 p.m.
SHANGHAI & PUKOW	"YINGCHOW"	On 31st July, 4 p.m.
WEIHAIWEI, CHEFOO & TIENSIN	"KUEICHOW"	On 31st July, 4 p.m.
SWATOW & BANGKOK	"KWANGTUNG"	On 31st July, 4 p.m.
SWATOW & SHANGHAI	"CHUSAN"	On 31st July, 4 p.m.
SWATOW & SINGAPORE	"KWEIYANG"	On 31st July, 4 p.m.
WEIHAIWEI, CHEFOO & NEWCHWANG	"PAKHAI"	On 1st July, 4 p.m.
AMOY & SHANGHAI	"SINKIANG"	On 2nd July, 4 p.m.
SWATOW & SHANGHAI	"SUNNING"	On 2nd July, Noon.
HONGKONG, HAIPHONG & SINGAPORE	"CHINHUA"	On 3rd Aug., 9 a.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wuchang.

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Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, & Aus. Ports.
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This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

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FROM HONGKONG BY DIRECT ROUTE.

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Leave Hongkong 3rd Aug.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEAPORTS, THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND PORTS.

TO MANILA, CEBU, ILOILO AND ZAMBOANGA.

U.S.S.B. "West Chopaka" ... Due Hongkong 11th Aug.

Leave Hongkong 12th Aug.

TO MANILA AND SINGAPORE.

U.S.S.B. "West Carmona" ... Due Hongkong 17th Aug.

Leave Hongkong 19th Aug.

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DODWELL & CO., LIMITED

For BOSTON & NEW YORK via SUEZ

S.S. "EGREMONT CASTLE" ... sailing on or about 11th Aug.

S.S. "BOWES CASTLE" ... sailing on or about 7th Sept.

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LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

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REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI, YOKOHAMA & KOBE

S.S. "ROSANDRA" ... sailing on or about 2nd Sept.

FOR BRINDISI, VENICE & TRIESTE

Via SINGAPORE, PENANG & COLOMBO.

S.S. "DUCHESSA DAOSTA" ... sailing on or about 17th Aug.

S.S. "TRIESTE" ... sailing on or about end of Aug.

S.S. "ROSANDRA" ... sailing on or about end of Sept.

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Regular Passenger and Cargo Service to South African Ports.

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